Pittsburgh Gazette.

WEDNESDAY MORNING, FEB. 26, 1862.

Pittsburgh and Connellsville Railroad.

We copy to-day, the memorial of Mr. LATROBE, President of the Pittsburgh and Connellsville Railroad Company, to Congress, soliciting the aid of the general Government towards the completion of that important work. Mr. LATROBE has not in the least over-estimated the national importance of a line of communication, which, as he remarks, attracted the early attention of WASHINGTON. It is a most singular fact that a route to the sea-board from the Western rivers, of all others the shortest, of the easiest grades, and every way the most practicable, should have been suffered to linger unfinished, while inferior routes have been put in complete operation.

Several causes have contributed to this. Philadelphia naturally sought to have an independent route from the West to that city, and threw all her mighty energies into the great central route, which will ever remain a monument of her wisdom and her public spirit. Baltimore very early perceived the great importance to that place, of the completion of a Railroad to Pittsburgh, and their desires were warmly seconded by the people of this city, and some fourteen years ago there was every reason to hope that the fond anticipations of both cities would be soon realized.

Our older citizens will recollect how our hopes were doomed to disappointment. Not, as Mr. LATROBE says in his memorial, from obstacles interposed by State legislation, but from the willful obstinacy of LOUIS MCLANE, then President of the Baltimore and Ohio Railroad. The Baltimore road was completed to Cumberland, and the project of its extension to the Ohio river, either at Pittsburgh or Wheeling, was agitated. Pittsburgh aroused herself, and obtained by great exertions, and through the able advocacy and shrewd management of Hon. GEORGE DARSIE, then in the State Senate, the law chartering the Pittsburgh and Connellsville Railroad Company, which gives the right of way to the Maryland Border Company, was organized, with all the necessary legal forms, and a large amount of stock was taken, a route was surveyed, and a delegation sent to Baltimore to negotiate for co-operation. For awhile matters looked flattering, but Mr. M'LANE, whose power and influence was very great, was determined that Baltimore should go through a slave State, to the Ohio river, and gave the preference to Wheeling; by which decision the Baltimore Company was impoverished, and the citizens of that city sunk millions of dollars.

Pittsburgh, foiled in her darling project, turned her attention and resources to western connections, while Philadelphia, roused from her slumbers by the near probability of Baltimore carrying off the western trade, undertook the great enterprise she has so grandly consummated.

In the meantime, Pittsburgh has kept her charter alive, and, with help from Baltimore, has completed the road to Connellsville, some sixty miles; and it is now proposed by Mr. LATROBE, and other friends of the project, to ask Congress to aid in its completion. The grounds on which Mr. LATROBE founds his request are eminently sound, and we hope will receive the unprejudiced and candid examination of Congress. While the Government remains at Washington, no railroad route is of so much importance as this one, and the small amount required to open up another western railroad route to the capital, giving unwonted facilities, should secure an affirmative answer to the memorial without delay.

A YEAR ago Gen. S. B. Buckner and the military were invited by Mayor Crawford, of Louisville, to participate with the people of that city in celebrating the 22d, and "also to attest their loyalty, love, and desire for the perpetuity of the Union, by erecting a magnificent flag" over the new Court House in that city. To which Buckner responded, as follows:

HEADQUARTERS KY. STATE GUARD, LOUISVILLE, Feb. 15, 1861.

SIR: Your letter of yesterday, inviting the military of the city to participate with you and the citizens of Louisville in celebrating the coming anniversary of the birthday of Washington, has been received.

For the military and for myself I cordially accept an invitation which will enable us to unite in commemorating the return of a day which never fails to inspire fresh patriotism in the heart of an American. I am confident you could not appeal to any class of the citizens of Louisville more devotedly attached to the Union than her military, and there are none who better love the flag which is, at once, the colors under which they march, and the emblem of our nationality.

I am, sir, very respectfully, your obedient servant, S. B. BUCKNER, Inspector General.

And all this time the scoundrel was meditating by what means he could strike the most effective blow at that Union for which he professed such devotion?

Threatened Attack on Newport News.

The Fortress Monroe correspondent of the Philadelphia *Inquirer* writes:

It is rumored here that General Magruder has been superseded at Yorktown by General McLaus, and that the latter threatens an attack upon Newport News, and hopes to be successful. I do not believe the rebels hereabouts can even make a strong defence, much less act in an aggressive manner, just now; especially upon so strong a post as this. But the retreat of the whole rebel army of the Potomac is already threatened by Generals Burnside and Wool, and they may possibly endeavor to cripple one or the other in order to cross the James river in safety.

TRYING TO KILL OFF STANTON.—On Saturday, the New York *Herald's* Washington correspondent telegraphed as follows:

"Secretary Stanton had another attack of vertigo last night, superinduced by his unremitting attention to the business of the War Department. He was unable to receive visitors on business."

Mr. STANTON authorizes the absolute denial of this statement. It is false in every particular. He says he was never better in his life than now.

MASSA WAS A SECESSIONIST—GOOD UNION MAN NOW!—A Bowling Green letter says:

The citizens left received us with a hearty welcome and great joy. I asked two or three "gentlemen of color" to whom they belonged, if their masters were Secessionists or Union men. There was the same response from all: Massa was a Secessionist, but he is a good Union man now. Our forces have conducted themselves in a decorous manner, excepting the 37th Illinois Regiment. It ought to be drummed out of the service and sent home.

TENNESSEE SURRENDERING.—A special dispatch to the Cincinnati *Commercial* states that Gen. Grant and Gov. Harris, of Tennessee, had an interview, under a flag of truce, on the Cumberland river, between Clarksville and Nashville, and that Harris offered to raise the stars and stripes on all the fortifications in the State, if given three days' suspension of hostilities. Whether Gen. Grant's reply was similar to that given Buckner, is not known.

Memorial of the Pittsburgh and Connellsville Railroad Company to Congress, Asking Aid in the Completion of their Road.

To the Senate and House of Representatives of the United States:

The Memorial of the Pittsburgh and Connellsville Railroad Company respectfully represents—That your memorialists are an incorporated company, chartered some years ago by the States of Pennsylvania and Maryland, to construct a railroad from Pittsburgh to Cumberland, a distance of 149 miles, of which 59 miles are completed from Pittsburgh to Connellsville, leaving 90 miles still to be constructed from Connellsville to Cumberland. Your memorialists deem the completion of this part of their road of the utmost importance, not only to the States through which it passes, but also to the General Government, for reasons they will proceed so set forth.

The geographical position of Pittsburgh, at the head of the Ohio river, is so strikingly commanding, that upward of a century since it attracted the attention of Washington, who made his first visit to it in 1758, and afterward with Braddock's army in 1765. His march across the mountains from Cumberland, while it exhibited all the difficulties of the country upon the immediate line of that march, demonstrated to him the vast natural advantages of the route when fully availed of by pursuing the *valleys* by which, a little to the north of his route, the same mountains were cut asunder. That illustrious man then planned the union of the Potomac and Ohio rivers upon the identical line and between the identical points, Cumberland and Pittsburgh, which the railroad of your memorialists is intended to connect. The Chesapeake and Ohio Canal, chartered and liberally contributed to by Congress and the States of Maryland and Virginia, was designed to carry into effect the grand conception of Washington. That canal, having reached Cumberland, after long delay and great outlay, and its farther extension having been wisely abandoned in favor of the railway as better suited to the passage of the elevated water-shed dividing the eastern and western rivers, your memorialists now seek to realize the scheme of Washington, and they invoke the assistance of that great Federal Power of which he was the first elected head.

Their route from Cumberland to Pittsburgh was the first and favorite route of the Baltimore and Ohio Railroad, which would have been constructed upon it twenty years or more ago, but for obstacles then interposed by State legislation, which diverted that great work from this its shortest, cheapest and easiest approach to the navigable waters of the Ohio, and directed its more circuitous and difficult track through Virginia to lower points upon that river, recommended indeed by advantages which reconciled that company to the delay and increased cost of reaching them. The hope, however, of extending another arm of their improvement to its original destination at Pittsburgh, has never been abandoned, and will be substantially attained by the completion of the road which your memorialists have been chartered to construct, and which would have been built by them before this time, under their charter, but for the pecuniary difficulties of the country, which have impended during the last five or six years, and have limited their operations to the construction of about one-third of their line, as already stated. Their road, when completed, will open up a region in Southern Pennsylvania, as yet without means of transportation for the coal, iron, timber and agricultural products in which it abounds, and which will then become accessible to the District of Columbia, where all, especially the three first, will find a ready market, and especially the article of timber, now beginning to be scarce and costly upon the seaboard, and of which the Government makes such extensive use in naval construction.

The strongest appeal, however, which this work makes to Congress for aid, is the fact that it will bring the seat of the Federal Government nearer to the navigable waters of the Upper Mississippi valley, and to the great Lakes, than any other possible route across the mountains. Of the expediency of approximating the centre and extremities of this vast Continental Republic as closely as possible by every available means of quickening transportation, and so of virtually accomplishing this object, your memorialists need scarcely speak at this time of National emergency. The commanding position of this route consists in its great directness, traversing as it does but two valleys, with a single summit between them at the Allegheny Pass, thirty miles west of Cumberland. The fact that it is practicable for a canal, sufficiently proves its superiority for a railroad, admitting, with its easy grades, the cheapest and quickest transportation. Independently, however, of these favorable features, it is from fifty to one hundred miles shorter than any of the other routes from Washington to the Ohio river, through the State of Virginia. Nearly one-half of it, counting from Washington, and the whole of it, counting from Cumberland, passes through territory *safer* than any more southern route, in the event of a future conflict like the present. A slight examination of the map shows that it affords a secure approach from a well protected point like Pittsburgh, where all the material of military operations abounds, and where troops and munitions of war may be brought quicker and at less risk and expense of carriage, than from any other direction. Your memorialists, would here remark, however, that they do not regard their road as conflicting with the Baltimore and Ohio Railroad, west of their junction with it at Cumberland. On the other hand, the re-opening of the road *east* of Cumberland, is not more evidently essential to connect their own with Washington, than is its maintenance *west* of Cumberland indispensable to the interests of the Government and of the country. There can be no local rivalry between the three arms of the Baltimore and Ohio Railroad, between the Cumberland and the Ohio, as their termini are each ninety miles apart on that river, and the regions they intersect are widely separated, while their through trade and travel will be derived, in a great measure, from different sources. The attractions of Pittsburgh, as a great manufacturing centre, will always draw thither a large freight and passenger business, the part of which, to and from Washington, would not pass over the western sections of the Baltimore and Ohio Railroad in any event. Considering Cumberland as an important strategetic point in the present or any future contest, and looking at its accessibility from Pittsburgh, we find that the only existing route by rail, via Wheeling, is two hundred and ninety-three miles, against one hundred and forty-nine miles by the route via Connellsville, the latter being but about half the length of the former in miles, with a great superiority in point of grade and curvature. It is not difficult to perceive that, had this route been open since the war began, it would have given vastly increased facilities for throwing forward troops, arms and stores from Pittsburgh. The danger which beset the advance of troops and their material over the Baltimore and Ohio Railroad through Virginia, would have been avoided on this route, upon which no *guard* would have been required. Your memorialists, while thus exhibiting the advantages of their own route, are fully sensible of the indispensable importance and incalculable value of both the Wheeling and Parkersburg arms of the Baltimore and Ohio Railroad. Without them, penetrating as they do, a territory much of the population of which was disaffected, the Government could not have occupied that territory with its army as it has, and in a way to afford protection to its loyal citizens therein. It is, indeed, in the belief that the Baltimore and Ohio Railroad, *west* as well as *east* of Cumberland, will be more effectually secured from future obstruction by the completion of the Pittsburgh and Connellsville Railroad, that the latter is commended to the favor of Congress by your memorialists.

As regards the extent of the assistance they would ask of the Government, they will simply state that the amount required to finish their road from Connellsville to Cumberland is estimated, upon a careful location, and at ample prices, to be *three millions of dollars*, including motive power. Should the Federal Government aid them to the extent of even one-half of the capital required, the remainder could doubtless be obtained from other sources, and the work be completed in eighteen months from its resumption; the only difficult section being the long tunnel at the Allegheny Summit, which was more than half done at the suspension of the work in 1857, and can be finished in advance of the remainder.

In compensation for the assistance now sought, and to the extent just named, your memorialists are willing to carry the mails, troops and all Government freight, with preference as to time, free of charge, in perpetuity. The carriage of the mails over a route of this class should be worth the interest upon half a million of dollars, while the transportation of troops to the number of even 10,000 per annum, with their baggage, equipments, stores and material, would amount; at the rates now paid by the Government to the Pennsylvania Central and other railroads, to the interest upon a million of dollars more, so that the United States would thus receive six per cent. upon their investment in the work, even probably in times of peace, and perhaps three or fourfold that rate during the prevalence of a domestic or foreign war. Or, should the Government prefer, the Company will pay six per cent. upon the amount contributed to the work, deducting for the carriage of the mails, troops and freights at the lowest rates at which any similar road in the United States would receive for the same services. As collateral security for an advance, in this way, of one and a half millions of dollars, the Company would give the Government two millions of their First Mortage Bonds, which they would issue to an amount not exceeding four millions for the completion of their road. No doubt can reasonably be entertained that the net revenue of their 150 miles of road would meet the interest upon that issue, as this would require an annual gross income per mile of road of but about $3200, which is only twice that of the short unfinished section of their own road now open, in its isolated position and undeveloped trade, and which is less than one-third of the revenue per mile of the Baltimore and Ohio, and one-sixth of that of the Pennsylvania Central during the year 1860.

That the new channel of trade from Pittsburgh to the seaboard which the Pittsburgh and Connellsville Railroad would open, would be filled at once to overflowing, is the conviction of all who have given attention to the subject, and have seen, of late especially, the inability of the present lines eastward from that city to carry the freight offered, although tempted by the highest rates. The effect of this blockade at Pittsburgh, Cleveland, Dunkirk, Buffalo and Chicago, upon the interests of the grain growing States of the West and Northwest, is disastrous, and has called forth an universal outcry for a new outlet to the eastward for their products. The war has completely changed the current of trade, which now sets wholly toward the Atlantic, instead of dividing itself as heretofore between that and the Gulf coast, and this diversion will, in a good degree, be permanent. It would not, under these circumstances, be difficult to obtain from the western States the entire means to complete the road, in whose behalf your memorialists ask the aid of the General Government, were it not that the railways of those States have not yet liquidated their own obligations contracted in the construction of their own lines. Hence the necessity of seeking assistance in part from the other interests concerned in the opening of this new commercial highway, among which interests your memorialists believe that those of the National Government hold a prominent place. In the earnest hope that Congress may concur in these views, and in some form not open to just exception, may extend to your memorialists the aid which they respectfully solicit at your hands, they commit the subject to your favorable consideration.

On behalf of the Pittsburgh and Connellsville Railroad Company, and by order of its Board of Directors.

BENJ. H. LATROBE, President.

The Proclamation of Jeff. Davis.

To the People of the Confederate States:

The termination of the Provisional Government offers a fitting occasion again to present ourselves in humiliation, prayer, and thanksgiving before that God who has safely conducted us through our first year of National existence. We have been enabled to lay anew the foundations of Free Government, and to repel the efforts of our enemies to destroy us. Law has everywhere reigned supreme, and throughout our wide spread limits, personal liberty and private right have been duly honored. A tone of earnest piety has pervaded our people, and the victories which we have obtained over our enemies have been justly ascribed to Him who ruleth the Universe.

We had hoped that one year would have closed upon a scene of continued prosperity, but it has pleased the Supreme Dispenser of events to order it otherwise. We are not permitted to furnish an exception to the rule of Divine Government, which has prescribed affliction as the discipline of nations as well as of individuals. Our faith and perseverance must be tested, and the chastening which seemeth grievous will, if rightly received, bring forth its appropriate fruit.

It is meet and right, therefore, that we should repair to the only Giver of all victory, and, humbling ourselves before him, should pray that He may strengthen our confidence in His mighty power and righteous judgment. Then may we surely trust in Him that He will perform His promise and encompass us as with a shield.

In this trust, and to this end, I, Jefferson Davis, President of the Confederate States, do hereby set apart Friday, the 28th day of February instant, as a day of Fasting, Humiliation and Prayer; and I do hereby invite the Reverend Clergy and people of the Confederate States to repair to their respective places of public worship to humble themselves before Almighty God and pray for His protection and favor to our beloved country, and that we may be saved from our enemies, and the hand of all that hate us.

(L. S.) Given under my hand and the seal of the Confederate States at Richmond, this 29th day of February, A. D. 1862. JEFFERSON DAVIS.

By the President: *Wm. M. Browne.*
Secretary of State *ad in.*

Captain Porter, of the Gunboat Essex.

The following is an extract from a private letter, written at the request of the captain by his acting aid, dated Cairo, Ill., February 17th:

"The captain has suffered all that a man could endure since he was scalded on the 6th instant. But Dr. Rice says he is getting along well, and thinks he will be able to get around in a few days." The friend to whom this is addressed has received four letters from Captain Porter since his injury, and there is no allusion in any of them to internal injury, caused by inhaling the hot steam." The writer of the above also says: "All hands on board will be glad to see Captain Porter once more in active service, as they think him too good a man to be seen lying on a sick bed." This is soldier language, for the best men must suffer as well as do for their country. The Essex was to be towed to St. Louis for repairs; but, at the above date, she was still at Cairo. This delay—caused by the wrecked condition of the boat, and the sickness of her gallant captain—is trying the restless spirits of the brave crew rather severely. The Essex carries remarkably heavy cannon, which has, in each engagement, told severely upon the enemy's works.—*Philadelphia Inquirer.*

THE EFFECT OF THE PECULIAR INSTITUTION.—All the officers and privates who entered the tobacco prisons at Richmond pro-slavery Democrats, have returned, as far as can be discovered, abolitionists. Our whole army, excepting a few West Point officers, are said to be rapidly tending in the same direction.—*N. Y. Tribune.*

Rumored Death of Floyd.

It is stated by reliable gentlemen from Fort Donelson and Cairo, that it is the general opinion among the rebel prisoners that Gen. John B. Floyd was killed the night he so ingloriously fled from Fort Donelson. The report says that there was great excitement at the time the troops under Floyd and Pillow were attempting to embark on the steamers, and a fearful scramble as to who should get aboard and escape, as transportation was insufficient. Floyd stood in person at the gangway of one of the boats, and, with a drawn sword, beat off the troops, permitting his favorites to get aboard. A Lieutenant approaching Floyd, made an effort to get aboard, when he was ordered off by the General. The Lieutenant continued to advance, when Floyd struck him on the shoulder with his sword, inflicting a severe wound. The Lieutenant promptly drew his pistol and fired upon Floyd, and, the report says, killed him.—*Louisville Journal.*

PUBLIC NOTICES.

OFFICE OF THE NATIONAL MINING COMPANY, PITTSBURGH, February, 10th, 1862.

DIVIDEND NOTICE.—The Directors of the NATIONAL MINING COMPANY have THIS DAY declared a DIVIDEND OF TWO DOLLARS ($2.00) PER SHARE on the Capital Stock, payable at the office of the Treasurer on and after TUESDAY, the 18th inst., to Stockholders, or their legal representatives, appearing as such at the close of business on SATURDAY, the 15th inst.

Eastern Stockholders will be paid by Messrs. J. W. CLARK & Co., at the Transfer office of the Company, No. 22 State street, Boston. By order of the Board of Directors. JAMES M. COOPER,
fe13:1m Sec'y and Treas'r Nat. Mining Co.

PITTSBURGH, FT. WAYNE & CHICAGO R. R. CO.
PITTSBURGH, February 10th, 1862.

NOTICE.—In pursuance of an act of the Legislature of the Commonwealth of Pennsylvania, entitled "An Act to provide for the Reorganization of the Pittsburgh, Fort Wayne and Chicago Railroad Company," approved the 31st of March, 1860, a meeting will be held at the City of Pittsburgh, Pennsylvania, on WEDNESDAY, the 26th day of February, 1862, at the office of the Company, No. 23 Fifth street, to elect Directors, and for the other purposes contemplated by the said act.

None but Bondholders are authorized to vote at this election.

J. F. D. LANIER,
SAMUEL J. TILDEN,
LOUIS H. MEYER,
J. EDGAR THOMSON,
SAMUEL HANNA,
fe13 Purchasers of the said Railroad.

NOTICE—ALLEGHENY WHARF.—Owners of Flatboats, Oil Tanks, Oil Cribs, and other things that are now obstructing the ALLEGHENY WHARF, are hereby notified it said obstructions are not removed within ten days from this date, they will be dealt with according to law.

All persons are prohibited from throwing dirt, filth, rubbage, &c., &c., on the said Wharf, or the full penalty of the law will be enforced.

JAMES ALLEN, Wharf Master.
PITTSBURGH, Feb. 7th, 1862. fe7

OFFICE ERIE CANAL COMPANY,
ERIE, February 8th, 1862.

ERIE CANAL COMPANY.—ELECTION NOTICE.—An election for SEVEN DIRECTORS of the ERIE CANAL COMPANY will be held at their office in ERIE, on MONDAY, the THIRD DAY OF MARCH NEXT, at 10 o'clock a. m. [fe11:td] A. H. CAUGHEY, Sec'y.

NOTICE IS HEREBY GIVEN that the City Ordinances in regard to obstructing the streets and sidewalks by OIL BARRELS, or other obstructions, will be rigidly enforced from this date. JOHN OWENS,
S. B. COOPER,
fe7 Street Commissioners.

THE CITY GAUGER'S OFFICE has been removed to JOHN HERRON'S LUMBER OFFICE, corner of Hand and Penn streets. M. EDWARDS,
fe1:1md City Gauger.

NEW ADVERTISEMENTS.

MAUVE INK,

PHOTOGRAPH ALBUMS,

DIARIES FOR 1862.

FOR SALE BY

W. S. HAVEN,

Corner of Wood and Third Streets, Pittsburgh.

AN ORDINANCE Regulating the bringing of Carbon Oil into the City.

SECTION 1. Be it ordained and enacted by the Mayor, Aldermen and citizens of Pittsburgh in Select and Common Councils assembled, and it is hereby ordained and enacted by authority of the same, That from and after the first day of March, A. D., 1862, it shall not be lawful to bring into said city Petroleum, Carbon or Coal Oil in bulk, or otherwise than in barrels or other like close vessels; and that for each infraction hereof the offender shall pay a penalty of fifty dollars, to be recovered as other penalties for infraction of the city ordinances are by law recovered.

SEC. 2. That the wharfage on all such oil landed on the wharves of said city shall be one cent per barrel, and the additional sum of two cents per barrel for every twenty four hours that the same shall be suffered to remain thereon after the first forty-eight hours.

SEC. 3. That it shall not be lawful to land any Crude Petroleum or Carbon Oil on the Monongahela wharf between Ferry street and the Monongahela Bridge; and that for each infraction hereof the offender shall pay a penalty of twenty-five dollars, to be recovered as other penalties for infraction of city ordinances are by law recovered.

Ordained and enacted into a law in Councils, this 24th day of February, A. D., 1862.

JAMES MCAULEY,
President of Select Council.

Attest: R. MORROW,
Clerk of Select Council.

A. G. MCCANDLESS,
President of Common Council.

Attest: HUGH M'MASTER,
Clerk of Common Council. fe26:3td

NEW MAP OF THE BORDER AND SOUTHERN STATES,

Showing all the Forts and Military positions, with the Railroads, etc., accurate and reliable, and beautifully colored in States. Size 44x35 inches. Price only 25 cents, mounted and varnished at $1 per copy.

For sale at

JOHN P. HUNT'S,

Wholesale and Retail Bookseller, Stationer and News Dealer, Masonic Hall, Fifth street, Pittsburgh, and N. E. corner South Common and Federal street, Allegheny City. fe24

JOHN P. KELLOGG & CO.,

No. 44 Water Street, New York,

OFFER FOR SALE, FROM UNITED STATES BONDED WAREHOUSES, OF THEIR OWN IMPORTATION,

COGNAC BRANDIES—Otard, Dupuy & Co., Pinet Castillon & Co., and other brands of various vintages, dark and pale, in halves, quarters and eighths.

ROCHELLE BRANDIES—Pellevoisin, A. Seignette, and other brands, dark and pale, in the usual packages.

HOLLAND GIN—J. P. Kellogg & Co.'s Scheidam, and Wee Drop 1 pipes, three-qr. pipes and cases.

RUM—St. Croix and Jamaica—selected brands.

WHISKYS—Mahan's Irish and Ramsay's Scoth.

WINES—Port, Sherry, Madeira, Bordeaux, Hock, and others, of various grades.

OIL—Fine Bordeaux Table, in cases and baskets. fe7:3m

IN THE MATTER OF THE WIDENING OF VIRGIN ALLEY in the City of Pittsburgh, No. 40, January 2, 1862. Notice is hereby given that the viewers in the above case will hold a public meeting on MONDAY, the 3d of March, 1862, at 10 o'clock a. m., in the Supreme Court Room in the Court House of Allegheny county, for the purpose of hearing all parties interested in the above matter.

fe24 td Secretary of Board of Viewers.

BUTTER NOW RECEIVING.
6 bbls. Fresh Table Butter.
4 boxes " "
3 bbls. Fresh Eggs.
4 boxes " "
50 New Oil Barrels, cemented inside.
34 " Flour " "
3 boxes Poultry.
To arrive this day per express. For sale by
fe24:ss H. RIDDLE, No. 183 Liberty st.

PETROLEUM.

239	bbls.	43	gravity.
412	"	42	"
648	"	41	"
257	"	45	"
170	"	44	"
192	"	46	"

For sale low by the SOLAR OIL WORKS CO.,
fe21 No. 3 St. Clair street.

POTATOES—2 car loads Peach Blows and Sandy Lakes.
HOMINY—20 bushels Flint.
DRIED APPLES—10 bbls. and 20 sacks.
BUTTER—10 half bbls. and 5 boxes, in cloths.
CHEESE—300 boxes W. R. Cutting Cheese.
All the above in store and for sale by
fe25 JOHN B. GANFIELD, First street, near Wood.

POTATOES—
200 bushels Neshannock Potatoes,
500 do Pinkeye do
74 bbls. do do
In store and for sale by JAS. A. FETZER,
fe26 corner First and Market streets.

OIL BARRELS—75 new Oil Barrels in store and for sale by JAS. A. FETZER,
fe26 Corner Market and First streets.

ELDER BERRIES—25 bushels Elder Berries just received and for sale by JAMES A. FETZER,
fe26 Corner Market and First streets.

30,000 DOLLARS. 30,000

The above sum will be loaned in sums ranging from $500 to $5,000; and for a term of from two to five years, secured by bond and mortgage on city or Allegheny county property. Apply at PETTI'S,
fe5 No. 12 St. Clair street.

REMOVAL.—We have removed to the commodious and newly fitted up House 329 Liberty street, where we will be pleased to have our former patrons, and the trade generally, call on us.
fe15 SCHOMAKER & LANG.

NEW ADVERTISEMENTS.

OIL! OIL! OIL!—The greatest Pain-Curer of the age!

TRY REED'S MAGNETIC OIL.
TRY REED'S MAGNETIC OIL.
TRY REED'S MAGNETIC OIL.
TRY REED'S MAGNETIC OIL.

Warranted to cure in every case, or money refunded. For

RHEUMATISM, SPRAINS, BRAINS, PAINS IN THE LIMBS, STIFF JOINTS, &c.,

It never fails, if used as directed.

Sold by all respectable Druggists, at 25c per bottle.
SIMON JOHNSTON, Druggist,
and Dealer in CHOICE FAMILY MEDICINES,
fe24 cor. Smithfield and Fourth sts., sole agent.

FRENCH'S HOTEL,

ON THE EUROPEAN PLAN,

CITY OF NEW YORK.

SINGLE ROOMS FIFTY CENTS PER DAY.

City Hall Square, corner Frankfort Street.

(Opposite City Hall.)

☞ Meals as they may be ordered in the spacious Refectory.

There is a Barber's Shop and Bath Rooms attached to the Hotel

☞ Beware of RUNNERS and HACKMEN who say we are full.

no28:d1ym B. FRENCH, PROPRIETOR.

NEW CARPETS,

Oil Cloths, &c.,

AT

M'CALLUM'S,

No. 87 Fourth Street,

Bought previous to the late advance in prices, of which the fullest advantage is offered to purchasers FOR CASH: de13

FURS! FURS!! FURS!!!

McCORD & CO.,

131 WOOD STREET, PITTSBURGH,

Are now receiving a very large addition to their stock of

LADIES', MISSES AND CHILDRENS' FURS,

Embracing every quality and style.

ALSO,

GENTLEMEN'S FUR GLOVES, CLLLARS AND CAPS.

de17

HENRY G. HALE & CO.,

SUCCESSORS TO JAMES C. WATT,

Merchant Tailors,

CORNER PENN AND ST. CLAIR STS.

Would respectfully invite the attention of their friends and the public generally that they have purchased the stock at a very low figure, and which they will make up at a small profit in order to close out the stock to make room for a full new stock of Goods in the spring. ja8

PEACHES AND VINEGAR.

600 BUSH. DRIED PEACHES.

11 BBLS. PURE CIDER VINEGAR.

In store and for sale by

WILLIAM BAGALEY,

18 and 20 Wood Street.

fe15:1m

WESTERN HOTEL,

Nos. 9, 11, 13, 15, 17 Cortlandt St.,

NEAR BROADWAY, NEW YORK CITY.

This old established and favorite resort of the Business Community, has been recently refitted, and is complete in every thing that can minister to the comforts of its patrons. Ladies and families are specially and carefully provided for.

It is centrally located in the business part of the city, and is contiguous to the principal lines of steamboats, omnibuses, ferries, &c.

In consequence of the pressure caused by the rebellion, prices have been reduced to ONE DOLLAR AND FIFTY CENTS PER DAY.

The table is amply supplied with all the luxuries of the season, and is equal to that of any other hotel in the country. Ample accommodations are offered for upward of 400 guests.

☞ Do not believe runners, hackmen, and others, who say "the Western Hotel is full."

D. D. WINCHESTER, Proprietor.
THOS. D. WINCHESTER. fe14:3m

WILLIAMS & ORVIS'S UNEQUALLED DOUBLE THREAD FAMILY SEWING MACHINES.

Price, $25 to $50, according to style of Cabinet.

☞ Sale Room, No. 12 FIFTH STREET, corner of Market.

These Machines are unrivaled for the facility with which they execute all kinds of work required of a complete machine. They combine simplicity durability, with noiseless action unattained by any other machine, while in cheapness they have no rival.

All Machines warranted and kept in repair one year free of charge.

LILLEY & STRAIN, Sole Agents for Western Penn'a, No. 12 Fifth street, corner of Market, Pittsburgh, Pa.

LILLEY & STRAIN, Manufacturers of and have for sale, Wholesale and Retail, all kinds of SEWING MACHINE NEEDLES.

LILLEY & STRAIN,
No. 12 Fifth st., corner of Market.
AGENTS WANTED. ja30:1mod

TO PETROLEUM REFINERS

AND

SHIPPERS OF THE CRUDE ARTICLE.

I have established in the CITY OF NEW YORK a COMMISSION HOUSE, for the exclusive sale of your commodities, and also to supply you with CAUSTIC SODA, SULPHURIC ACID, EMPTY BARRELS, GLUE, BUNGS, &c.

I am prepared to make liberal cash advances on consignments, and to give your business prompt attention.

☞ Correspondence is requested and consignments solicited.

WILLIAM A. GWYER.
ja27:3md No. 77 Maiden Lane, New York.

HAPPINESS SECURED!

BRATT'S PORTABLE

PARLOR SWING

This is a safe, simple and economical Swing, adapted to the parlor or veranda, by which an easy and natural motion is secured by the single action of the foot. It is perfectly safe for children, and as easy and natural as a rocking chair.

Manufactured to suit the height of any ceiling by THOMAS BRATT,
Corner Sandusky street and the Canal, Allegheny City, Pa. fe6:1m

HAPPINESS OR MISERY! THAT IS THE QUESTION.—The Proprietors of the "PARISIAN CABINET OF WONDERS, ANATOMY AND MEDICINE" have determined, regardless of expense, to issue free (for the benefit of suffering humanity) FOUR of the most interesting and instructive Lectures on Marriage and its Disqualifications, Nervous Debility, Premature Decline of Manhood, Indigestion, Weakness or Depression, Loss of Energy and Vital Power, the Great Social Evil, and those Maladies which result from the Follies, or Excesses of Maturity, or Ignorance of Physiography and Nature's Law. These invaluable Lectures have been the means of enlightening and saving Thousands, and will be forwarded Free on receipt of Four Stamps, by addressing SECRETARY, Parisian Cabinet of Anatomy and Medicine, 563 Broadway, New York. ja29:1md

AMERICAN HOUSE, BOSTON, is the largest and best arranged Hotel in the New England States; is centrally located, and easy of access from all the routes of travel. It contains all the modern improvements, and every convenience for the comfort and accommodation of the traveling public. The sleeping rooms are large and well ventilated; the suites of rooms are well arranged, and completely furnished for families and large traveling parties, and the house will continue to be kept as a first class hotel in every respect.

ja21:1yd LEWIS RICE, Proprietor.

SUPERIOR CHEWING TOBACCO.
SUPERIOR CHEWING TOBACCO.
SUPERIOR CHEWING TOBACCO.

I am this day in receipt of a large assortment of excellent Chewing Tobacco, including

20 GROSS JOHN ANDERSON & CO'S SOLACE.

Also an assortment of
SUPERIOR HAVANNA CIGARS.
JOSEPH FLEMING,
Corner of the Diamond and Market streets.

PRODUCE.
250 sacks prime Yellow Ear Corn.
100 bush. fresh ground Corn Meal.
100 " prime bright Oats.
150 " Pinkeye Potatoes.
74 bbls. " " in shipping order.
40 " prime White Beans.
100 bush. Dry Apples.
200 " " Peaches.
50 boxes Cheese.
20 bush. Shell Barks.
50 New Oil Barrels.
100 bbls. Family Flour.
25 dozen Corn Brooms.
15 bbls. Sour Kraut.
In store and for sale by JAS. A. FETZER,
fe21 Corner Market and First sts.

ODD FORKS of all qualities, constantly on hand. BOWN & TETLEY,
fe15 136 Wood street.

NEW ADVERTISEMENTS.

NOTICE.—Whereas Letters Testamentary on the estate of John Stoner, late of Penn township, deceased, have been granted to the undersigned, all persons indebted to said estate are notified to make immediate payment, and those having claims to present them, duly authenticated, for settlement, to ELIZABETH STONER,
fe25:1td6twF Executrix.

CITY FREIGHT DELIVERY.—The undersigned are now fully prepared to receive orders for paying charges and delivering freight from any of the railway depots to any part of the city, and can assure those who favor them with their orders that they shall receive prompt attention, as we have facilities for prompt delivery of merchandize of all descriptions. One of the firm will be constantly found at Duquesne Depot, pool No. 6.
fe25:1wd McFADEN & HANEY.

ORPHANS' COURT SALE.—By virtue of an order of the Orphans' Court of Allegheny county, made on the 22d day of February, A. D., 1862, I will expose to sale by Public Outcry, at the Court House, in the city of Pittsburgh, on THURSDAY, the 20th day of March, 1862, at 10 o'clock in the forenoon, as the property of the minor heirs of James Tassey, deceased, all that piece or parcel of ground beginning on Liberty street at the south-eastward corner of the same, and extending thence westwardly along Liberty street twenty-five feet six and three-fourth inches (25 ft. 6¾ in.,) and extending thence, preserving the same width, one hundred and fifty-seven feet six inches (157 ft. 6 in.,) to Avery street; being the same which was allotted to the said James Tassey, by deed of partition between William D. Tassey, Jane Tassey, Mary Davis and the said James Tassey, which deed is duly recorded in the Recorder's office of Allegheny county. Terms made known on the day of sale.

ANN TASSEY, Guardian.
ROSS & M'CONNELL, Att'ys. fe25:1td3twF

PETROLEUM!—1200 bbls., 42 gravity, for sale by the SOLAR OIL WORKS CO.

FOR SALE.

ENGINE FOR SALE,

ABOUT EIGHT HORSE POWER.

IN GOOD ORDER.

WILL BE SOLD CHEAP FOR CASH.

Enquire at the GAZETTE OFFICE.
fe14:df Fifth street, above Smithfield.

FOR SALE.—A STEAM ENGINE, 6 feet stroke, 18 inch cylinder, 18 feet iron fly wheel, and of about 150 horse power. Also, one Elevator, two Dry Ovens, and Steam Glue Boilers, one Upright Boring Machine, one Chain Back Saw, one Machine for making Pump Rods for Oil Wells, one Dove Tail Machine, and about 100 feet 2½ and 3 inch Shafting.

All of the above articles will be sold at a great bargain by applying at once at 42 Fifth street. fe8

FOR SALE.—That valuable

LOT OF GROUND AND HOUSE,

Situate on the south side of Fifth street, between Wood and Smithfield streets, Pittsburgh, containing in front 30 feet, and depth 125 feet. Inquire of

WM. M. STEWART, } Executors,
Or M. I. STEWART,
fe21:3w No. 33 Fifth street.

VALUABLE PROPERTY FOR SALE, situate on Fifth, Union and Liberty streets, Pittsburgh, on which is erected FOUR BRICK TENEMENTS, making a rent of nine hundred per year. The property is located in the best part of the city, and well calculated for an Omnibus Depot, as all the lines in the city could be easily concentrated at that point. The lots are 61 feet on Fifth street, on Liberty street, 51 feet, and on Union street, 55 feet and 5 inches. For further particulars, enquire of JOSEPH ROSS, in the Diamond, or of JACKSON DUNCAN, Esq., at the Allegheny Suspension Bridge, fe12:2w

FOR SALE—The new and fast passenger packet JOHN T. MCCOMBS, now running in the Wheeling and Pittsburgh trade, and connecting with the Parkersburg boats at Wheeling three times per week, and two trips with the Liberty and Sallie Lite, from Cincinnati. The only reason for selling the boat is the loss of my health. If the boat is not sold on the first of March, she will be exposed to public sale on Monday, the third day of March, 1862, at the wharf. For further information, enquire of JACKSON DUNCAN, New Allegheny Bridge, or JOHN T. MCCOMBS, Captain. fe10:tf

HOUSE AND LOT FOR SALE—Situated in the thriving village of Mansfield, four miles from the city. The lot has a front on Main street of 80 feet, and extending back 300 feet to an alley, on which are erected a two story dwelling, finished in good style, with double por