THE DAILY PITTSBURGH GAZETTE
AND COMMERCIAL JOURNAL.

ESTABLISHED IN 1786. PITTSBURGH, WEDNESDAY MORNING, JUNE 18, 1862. VOLUME LXXV---NO. 182.

COMMISSION, &c.

SOLAR OIL WORKS COMPANY, OF PENNSYLVANIA. Office, 88 Ohio Street, near the Bridge. Buy and sell CARBON OILS on commission—cash or time. CRUDE OILS, of all descriptions, wanted. Address J. WEAVER, Jr., Secretary and Treasurer. my16dtm

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HUGH MCKELVY.....JAMES GREGG.
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WM. CULP.....OTIS SHEPARD.
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HOLLAND RIDDLE, successor to JNO. H. RIDDLE & Son, No. 183 Liberty street, Pittsburgh, GENERAL PRODUCE, GROCERY AND COMMISSION MERCHANT. Consignments respectfully solicited. fe26:dly

WM. WHITE.....JOS. WHITE.
WHITE BROTHERS, FORWARDING AND COMMISSION MERCHANTS and dealers in PROVISIONS AND PRODUCE GENERALLY, No. 235 Liberty street, Pittsburgh, Pa. my27

A. SCHOYER, COMMISSION MERCHANT, dealer in CRUDE AND REFINED CARBON OILS, GLASS, IRON, NAILS, &c., No. 183 Liberty street. my7:dly

WILLIAM MEANS, } Gen'l Part'rs. DAVID M'CANDLESS, } Special Partner.
GEO. H. COFFIN, }
MEANS & COFFIN, successors to M'Candless, Means & Co., WHOLESALE GROCERS, corner of Wood and Water streets, Pittsburgh, Pa. jy3:dly

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L. H. VOIGT & CO., successor to L. G. Graf, PRODUCE AND COMMISSION MERCHANTS, 247 Liberty street, Pittsburgh, Pa. au3

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J. KIRKPATRICK.....W. S. KIRKPATRICK.
BROWN & KIRKPATRICK, WHOLESALE GROCERS and dealers in FLOUR AND SEEDS, Nos. 191 and 193 Liberty street, Pittsburgh. ja2:dly

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THOMAS EWING, ATTORNEY AND COUNSELLOR AT LAW.
OFFICE, No. 150 Fourth street, corner of Cherry alley, Pittsburgh, Pa. au11:dawly*T

SAMUEL A. PURVIANCE, ATTORNEY AT LAW.
OFFICE, Fifth street, adjoining the office of Marshall & Brown, Pittsburgh, Pa. je23:dly

C. B. M. SMITH, ATTORNEY AND COUNSELLOR AT LAW, has removed to KUHN'S LAW BUILDINGS, No. 12 Diamond street, next door to St. Peter's Church. my16:dly

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J. & S. C. SCHOYER, ATTORNEYS AT LAW. Office, 139 Fourth street, Pittsburgh. je3

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(Late Wilson, Payne & Co.,)
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WHOLESALE GROCERS
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COMMISSION MERCHANTS,
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ja9:1yd

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REYMER & BROTHERS, successors to Reymer & Anderson, Wholesale dealers in FOREIGN FRUITS, NUTS AND SPICES, CONFECTIONERY, SUGARS, FIRE WORKS, &c., Nos. 126 and 128 Wood street, above Fifth, Pittsburgh, Penn'a.

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HEAD & METZGAR, GROCERS AND COMMISSION MERCHANTS, and dealers in all kinds of COUNTRY PRODUCE AND PITTSBURGH MANUFACTURES, No. 249 Liberty street, opposite head of Wood street, Pittsburgh, Pa. ap3:1y

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ROBISON & CO., WHOLESALE GROCERS, COMMISSION MERCHANTS and dealers in all kinds of PROVISIONS, PRODUCE, and Pittsburgh manufactures, No. 255 Liberty street, Pittsburgh. my5

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Having put up machinery of large capacity and of the best quality, we are prepared to do heavy Jobbing, and solicit work in this line, trusting that by promptness, and the character of our work, to merit public patronage.
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☞ Private orders solicited. Highest market price paid for RYE.
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fe10:6m

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1000 do Economy Mess Shad.
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Consisting of the brands, Labrador, Halifax Bay of Island and Eastport, &c.
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1500 quintals George's and Grand Bank Codfish.
Which we now offer at the lowest cash prices, and solicit a call before buying.
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N. B.—The Trade supplied on liberal terms. my11:dly

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S. RIDDLE & CO.,
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ADVERTISING AT REASONABLE RATES.

WEDNESDAY MORNING, JUNE 18.

THE EXCURSION TO CHICAGO.

Correspondence of the Pittsburgh Gazette.
CHICAGO, June, 15, 1862.

OUR CHICAGO EXPEDITION.

My last letter brought down the history of this expedition to Friday evening, preceding the banquet, when my letter was mailed.

THE BANQUET.

I will not attempt a description of the banquet, which took place at nine o'clock Friday evening, in the spacious dining hall of the magnificent "Tremont." You can clip as much as you find room for in Saturday's Chicago papers. Suffice to say, here, that the banquet itself, under the direction of Messrs. Gaze & Drake, of the Tremont, was an example of good taste and profuse liberality which I have never seen excelled, and but seldom equalled. About five hundred plates were spread, and yet there was room. The Mayor of Chicago, supported by the President of the Chicago Board of Trade, Isaiah Dickey, Esq., President of the Pittsburgh Board of Trade, Hon. Simon Drum, Mayor of Allegheny, and Wm. Crowley, President of the Baltimore City Councils, occupied a position at the head of the three long, groaning tables, around which were seated the guests and their entertainers:—care having been taken to "assort" the various delegations, so that no two persons from the same city should be found seated together.

REMOVING THE CLOTH.

After the removal of the cloth, Mayor Sherman introduced Ex-Mayor (long) John Wentworth, who succeeded in most effectually "breaking the ice," and fairly launching the company upon an evening of social and intellectual interchange of sentiment. Mr. John Wright, of Chicago, read the regular toasts of the evening—thirteen in number—and called upon the gentlemen who had been designated to reply. Our own delegation, although innocent of "great guns" in the way of speakers, yet remembering that the credit of our respective cities must needs be sustained, arose to the necessities of the hour, and occupied their five minutes in reply to the complimentary sentiments, to the evident satisfaction of "the house," if not to their own. Number five, "The City of Pittsburgh," called forth W. S. Bissell, Esq., who responded in a few well-timed remarks. "Alleghen y City" came next, which developed the amazing effrontery of your usually modest correspondent. An allusion to "the Pittsburgh Ramp," at a later hour, called forth a reply from our friend W. S. Haven, Esq. These were the only toasts devolving replies upon our delegation.

At an early hour in the morning, (I presume just before breakfast,) the banquet is said to have adjourned. Your correspondent must needs depend upon hearsay for the accuracy of this statement, as "he was not there to see." A ride of over three hundred miles on the previous night had aided in inducing two of our delegation to adjourn to their couches shortly after midnight.

THE DRIVE THROUGH CHICAGO.

At ten o'clock on Saturday morning, after the delegations had breakfasted, the Chairman of the Escort Committee announced that carriages were at the private door, to convey the guest around the city, on an excursion of observation; it was also requested that one gentleman from Baltimore, Pittsburgh, Allegheny and Chicago, should occupy each carriage, so that in every quartette there should be one person to point out objects of interest, and explain matters demanding explanation. The party entered the carriages thus provided, numbering over fifty, and proceeded first, by way of Wabash and Michigan avenues, to visit

CAMP DOUGLAS,

About four miles from the city, where about eight thousand secash prisoners are quartered, guarded by about two thousand troops. Arriving at the camp, the military order excluding visitors was waived in our behalf, and the cavalcade drove into the enclosure, and upon the parade ground. Here we found a mob of rather rough looking customers, captives from the battles of Fort Donelson, Island No. 10, and Shiloh; the prisoners are, generally, a hard looking set, poorly clad, in a variety of costume—with a prevailing preponderance in favor of the desirable "butternut brown" homespun. After a cursory glance at their unsatisfactory and ungainly appearance, as they crowded around us, we turned with pleasure to the parade ground, where the brave Col. Mulligan, the hero of Lexington, was marshalling his Irish Brigade, twelve hundred strong, just starting under marching orders for Annapolis, via Wheeling and Washington. "I was introduced to the brave Colonel, and expressed my regret to him that his orders would prevent our people at home from testifying to him in person their appreciation of his past heroic deeds, and their good wishes for his future success. Mulligan is a fine looking officer, and his command is as fine a body of troops as one could desire to see. The brigade consists, as I have said, of about 1200 men, with a battery of six guns. They were escorted from the camp to the cars by Colonel Cameron's Scotch regiment—which is also under marching orders—the whole preceded by the celebrated Chicago Brass Band, which accompanied the Ellsworth Zouaves, when the latter visited your city.

After a drive around the camp, which covers over one hundred acres, we drove along the principal streets, having everything of interest pointed out to us. We passed the celebrated Republican Wigwam, where honest Abe Lincoln received his nomination to the Presidency, past five churches, private and public gardens, the City Water Works, public School Houses, and other things, too numerous to mention.

The system of Water Works here, owing to the absence of a convenient hill on which to locate the water basin, is different from ours. The water is pumped from the Lake, at a point in the North Eastern part of the city, by two very fine low pressure engines, and at the same time forced up into a main, built in a brick tower, to a height of some 150 feet. From this main, all the city pipes are supplied. In the three divisions of the city, formed by the branching of the Chicago river, there are three reservoirs erected to equalize the pressure and the supply of water. These reservoirs are circular brick or stone structures, some sixty feet in diameter, and about thirty feet high, supporting iron tanks of about the same dimensions, protected by wooden weatherboards and roof. So level is the city that this slight elevation is sufficient to furnish a good head of water throughout the city.

The public schools of Chicago, of which there are fourteen in the city, will attract the attention of the visitor. The buildings are large, and of striking architectural design. One of these was pointed out to us as accommodating fourteen hundred pupils.

But I cannot dwell upon what we saw; a brief account of Saturday's sights would fill you paper. We returned to the hotel at three o'clock, for dinner. The gentlemen in charge of the excursion announced that at four o'clock we would be escorted to the foot of Lake street, for an excursion by steamer up the south branch of the Chicago river to Bridgeport, to look at the lumber yards, grain elevators, packing houses, and to view the hydraulic steam ram which fixed the Illinois canal from the Chicago river. This proved to most of us the most interesting part of our visit, and we felt glad that this deviation had been made from the programme.

THE EXCURSION ON THE RIVER.

The Chicago river is merely an estuary, putting in from the lake, branching in the city—the branches running north and south. These branches form the harbor of Chicago. They are crossed by iron bridges of a single span, turning upon a central pivot pier. Although the bridges are long and massive, two men, by the use of a capstan, speedily swing them longitudinally to the river, at the sound of the steam whistle of an approaching tug—the vehicles and pedestrians at the crossing meanwhile keeping their patience as best they may. Thus we passed by steam propellor, through the short canals of Chicago, four miles, to Bridgeport, the terminus of the river and canal. Here there is a lock up to a level about 7 feet above the lake, and several feet above any possible supply of water for a feeder. Here would seem to be a dilemma rendering a canal impossible. But science overcame the seeming difficulty, and at the same time conferred a great boon upon the people of the city, by creating a current in the river, thus purifying the otherwise stagnant water. Four immense engines of 500 horse power, were contracted for with Messrs. Knap & Wade, of Pittsburgh; these drive two water wheels, 50 feet in diameter, with broad paddles, which *bale up the water* out of the river into the canal feeder, a height of about 7 feet, at the rate of 20,000,000 gallons per hour! These two wheels have throwing capacity sufficient to empty the Chicago rivers into the canal in a period of 48 hours, provided the entrance into the lake was closed; or, to fill a canal 9 miles long, 95 feet wide and 5 feet deep, during the same period! This not only furnishes an abundant and uniform feeder for the upper level of the canal, but creates a sufficient current in the river, inland from the lake, to keep the lower parts and free from the smells peculiar to docks when neither tide nor currents affect the water.

We stopped to examine the beef and pork packing establishment of Messrs. Gregin & Co., near Bridgeport. This is said to be the most extensive establishment of its kind in the world. Last year the firm put up 75,000 packages, equal to 90,000 barrels. Messrs. R. M. & O. S. Hough, a firm of packers close by, (to whose senior member your correspondent is indebted for many courtesies,) have also a large establishment, and pack about 40,000 barrels annually. This latter firm, it will be remembered, took the premium at the World's Fair, in London, in 1851, for mess beef.

We are astonished at the magnitude of the lumber trade along this river. Here is a schooner of some 400 tons burthen, unloading a cargo of English salt at a packing house. Yonder is an elevator, with two canal boat loads of corn, from Central Illinois, being carried up to the building, and a large schooner receiving a cargo of the same staple, from the same building at the same time. No handling of grain here. It is elevated by machinery from cars and canal boats into these vast reservoirs, called elevators, weighed and binned, and again transferred to the lake vessels through spouts directly into the hold. Some of these elevators have a capacity of 700,000 bushels! This trip up the river impressed upon our minds the magnitude of the trade of Chicago in these three great items—grain, lumber and meat.

A FLAG OF CHICAGO MARBLE.

We returned to our hotel about six o'clock in the evening. As we walked up Dearborn street, we stopped a moment to wonder at an immense paving flag in front of the drug store of J. H. Reed, Esq., 16 by 22 feet, and 3 inches in thickness. The paving and building stone of the city is of an excellent quality, and is found on the canal, in the neighborhood of Joliet.

But I must hasten to a close. The entire history of the excursion, what we were shown, and the kindness and open-hearted hospitality of our entertainers, would fill a volume. I can only hint at the leading items, and leave it to your most sanguine imagination to fill up the blanks.

At seven o'clock, the

EXCURSION ON THE LAKE

was announced as in order. Your correspondent, after a careful observation of the wind and weather, concluded to remain on terra firma. I send you the following record of what I might have experienced had I been there, from the *Tribune* of this morning:—

The evening was devoted to an excursion upon the Lake; the published list of departure, half-past seven; boat, the propellor Lady Franklin; number of excursionists, about 200, of whom a large proportion comprised ladies.

The boat left her dock at the foot of Franklin street at eight o'clock, the Great Western Band aboard playing appropriate airs. All went gleefully down the river until the boat passed the light house and steamed out into the uncertainty beyond.

As we passed the light-house there was much jesting upon the subject of sea-sickness, and it was a curious fact that everybody on board was an old sea-dog! They had made long voyages! They had been out in heavy northeasters! They were never sea-sick! Oh, no! and thus they laughed and jested, little knowing that they would soon see where the gazelle came in.

Still men would not see the Nemesis—the coming shadow.

They thought it was glorious, and the ladies hesit