DAILY POST.

The Union as it was:
The Constitution as it is!

☞ Reading matter on every page.

SATURDAY MORNING, NOV. 29.

SECTIONAL AGITATION.

The dangerous sectional agitation which has plunged this country in civil war has been going on much longer than the generality of readers are aware of. Our government, indeed, was scarcely established before New England began to exhibit the spirit of intolerance which has actuated her ever since; and, in nothing has she exhibited greater hypocrisy than in her conduct upon the slavery question. As long as she held slaves herself, she was not oppressed with the enormity of the system, but after the institution grew unprofitable with her, she, with characteristic shrewdness, disposed of her "human chattels," and, after pocketing the proceeds, commenced to discover the sinfulness of slavery. Since then New England has fanned the flames of sectional agitation until her teachings have involved the country in a civil war, the magnitude of which is almost incomprehensible.—By the following extract from the National *Intelligencer* of the 16th of August, 1825, the reader will perceive that, at that early day, Massachusetts was hurling her condemnation against all who would not join in her Abolition agitation. Then, as now, it will be seen that all who were not Abolitionists were classed by them as slavery's champions. The *Intelligencer*, replying to one of these early fanatics, in its issue of the date mentioned, uses the following language:

"We will inform the editor of the Boston *Sentinel* that we are neither the champions nor the apologists of slavery; and that we lament its existence with as much sincerity as any of those humane gentlemen who daily fulminate their anathemas against it, and the only effect of whose writings, if they have any, on the foul blot which they rail at, *is to excite insurrection and consequent bloodshed.*"

These lines were written thirty-seven years ago, before our government had scarcely emerged from her infancy; they were but the continuation of the controversy, commenced a few years before, upon the admission of Missouri as a State into the Union. The framers of our Constitution did not anticipate the acquisition of foreign territory by the Government, and consequently made no provision for it. Hence the admission of Missouri, a part of the Louisiana purchase, because of it being slave territory, gave rise to the first great controversy which threatened the existence of the Government. But the storm of that day, seeing a great and settlement of which they had no positive guide in the Constitution, wisely compromised their difficulties, and all was again peace. So when our government obtained possession of California, the same spirit of compromise was the oil which calmed the waters during the fierce agitation of 1850. The great men who, from the time of the Missouri controversy until 1850, kept this government together—the Websters, Jacksons, Clays and Bentons, having all departed, the country since then has been tossed to and fro by ambitious Southern upstarts and Northern fanatics, until we see it struggling in the very throes of dissolution.

During all the fierce contests through which the country has passed, from the admission of Missouri to the present time, we have had two sets of agitators who seemed determined on their country's destruction. These were principally the agitators of New England and the domineering sons of Carolina. "No compromise" was their motto; nothing would do them but unconditional yielding to their exactions.—These two extremes have brought the country to her present deplorable condition. Our Northern fanatic cries out for Southern extermination and negro emancipation, and pants for the beginning of servile insurrection; the Southern leaders of the rebellion do not stop to estimate their country's destruction and the annihilation of their people, if they only succeed in their accursed usurpation. How to get rid of the infernal spirit of vengeance and ambition, by which these extremes are actuated in order that human counsels should prevail, should be the thoughtful prayer of every one not wholly satisfied of the certainty of our country's speedy downfall.

FOREIGN INTERVENTION.

At length the great foreign powers have moved in the long talked of intervention in our affairs. Napoleon opened the question by addressing the English minister upon the subject, and that crafty power does not exhibit any apparent alacrity to join him without the co-operation of Russia. Russia has been our only sincere friend among the great foreign powers, and should she join France and England, John Bull will have us precisely as he wants us. But will Russia join this intervention in an effort to put down rebellion? This depends upon circumstances. She does not positively decline the invitation of the other two powers, but wishes to wait.

Should President Lincoln's coming message, and the proceedings of the coming Congress demonstrate that the emancipation of the Southern negroes and an invitation to insurrection are the principal objects of those in power, then, we apprehend, that Russia will not longer hesitate to join the other great powers in a demand for a cessation of hostilities. When that takes place it will be because the war for the preservation of our government is changed to one for other purposes. If, in the face of these indications from abroad, our government is determined to carry out the Abolition programme, she had better prepare to meet the coming interference with more energy and determination than she has exhibited in her prosecution of the war against the rebels.

NEWS FROM EUROPE.

Arrival of the Africa.

The French Note Proposing Mediation in American Affairs.

The English and Russian Answers.

Opinions of the English Press on the French Mediation Letter.

LORD JOHN RUSSELL'S REPLY.

&c., &c., &c., &c.

HALIFAX, Nov. 26, 1862.

The steamship Africa arrived at this this port at ten o'clock this morning. She will sail for Boston this afternoon. She is heavily freighted.

The following is additional to the news already telegraphed from Cape Race:—

The French Proposals of Mediattion in American Affairs.

The following is the despatch of the French minister of Foreign Affairs, addressed to the ambassadors of France at London and St. Petersburg:—

From the Monitor.

PARIS, Oct. 30.

Europe watches with painful interest the struggle which has been raging more than a year upon the American continent. The hostilities have provoked sacrifice and efforts certainly of a nature to inspire the highest idea of the perseverance and energy of the two populations. But this spectacle, which does so much honor to their courage, is only given at the price of numberless calamities and a prodigious effusion of blood. To these results of civil war, which, from the very first, assumed vast proportions, there is still the apprehension of servile war, which would be the culminating point of so many irreparable disasters. The suffering of a nation towards which we have always professed a sincere friendship would have suffered to excite the sincere solicitude of the Emperor, even had we ourselves not suffered by the counter blow of these events.

Under the influence of intimate relations which extensive intercourse has multiplied between the various regions of the globe, Europe itself has suffered from the consequences of the crisis which has dried up one of the most fruitful sources of public wealth, and which has become, for the great centres of labor, a cause of most sad trials.

As you are aware, when the conflict commenced, we held it our duty to observe the most strict neutrality in concert with other maritime Powers, and the Washington Cabinet has repeatedly acknowledged the honorable manner with which we adhered to that line of conduct. The sentiments dictated to us have undergone no change but of a benevolent character.—That neutrality, instead of imposing upon the Powers the attitude which might resemble indifference, ought rather to make them of service to the two parties by helping them out of a position which seems to have an issue. From the commencement of the war an armed force was set on foot by the belligerents, which, since then, has been almost constantly kept up. After so much bloodshed they are now, in that respect, nearly in the same position, nothing authorizing the presumption that more decisive military operations will shortly occur, according to the last news received in Europe. The two armies, on the contrary, were in a condition that would not allow either party to hope within a brief delay for any decided advantage to turn the balance and accelerate the conclusion of a peace. All these circumstances, taken to-gether, would seem to favor the adoption of measures which might bring about a truce. The Emperor of the French, therefore, is of the opinion that there is now an opportunity of offering to the belligerents the good offices of the maritime Powers. He therefore proposes to her Majesty, as well as to the Emperor of Russia, that the three courts should endeavor, both at Washington and in communication with the Confederate States, to bring about a suspension of arms for six months, during which every act of hostility, direct or indirect, should cease at sea as well as on land. The armistice might, if necessary, be renewed for a further period.

This proposal, Drouyn de l'Huys proceeds to say, would not imply on the part of the three Powers any judgment on the origin of the war, or any pressure on the negotiations for peace, which it is hoped would take place during the armistice. The three Powers would only interfere to smooth the obstacles, and only within the limits which the two interested parties would prescribe. The French government is of the opinion that even in the event of a failure of immediate success, these overtures might be useful in leading the minds of men now heated by passion to consider the advantages of conciliation and peace.

Such is in substance the proposal of the government of the Emperor of the French, and I need hardly say that it has attracted the serious attention of her Majesty's government. Her Majesty is desirous of acting in concurrence with France upon the great questions now agitating the world, and upon none more than on the contingencies connected with the great struggle now going on in North America. Neither her Majesty the Queen nor the British nation will ever forget the noble and emphatic manner in which the Emperor of the French vindicated the laws of nations, and assisted the cause of peace in the instance of the seizure of the Confederate Commissioners on board the Trent. Her Majesty's government recognizes with pleasure the design of arresting the progress of war by friendly measures, the benevolent views and humane intentions of the Emperor. They are also of the opinion that if the steps proposed were to be taken, the concurrence of Russia would be extremely desirable. Her Majesty's government have, however, not been informed up to the present time that the Russian government have agreed to co-operate with England and France on this occasion, although that government may support the endeavors of England and France to attain the end proposed. But is the end proposed attainable at the present moment by the course suggested by the government of France? Such is the question which has been anxiously and carefully examined by her Majesty's government. After weighing all the information which has been received from America, her Majesty's government are led to the conclusion that there is no ground for the present moment to hope that the proposal suggested, and a refusal from Washington at the present time would prevent any speedy renewal of the offer. Her Majesty's government think, therefore, that it would be better to watch carefully the progress of opinion in America, and if, as there appears reason to hope, it may be found to have undergone, or may undergo hereafter, any change, the three courts might then avail themselves of such change to offer their friendly counsel with a greater prospect than now exists of its being accepted by the two contending parties.

Her Majesty's government will communicate to that of France any intelligence they may receive from Washington or Richmond bearing on this important subject.

Your Excellency may read this dispatch to M. Drouyn de l'Huys, and give him a copy of it. RUSSELL.

Reply of Russia to the Proposition of France.

ST. PETERSBURG, Nov. 15, 1862.

The *Journal* of St. Petersburg contains the reply of Prince Gortchakoff to the note of Drouyn de l'Hays, which is in substance as follows:

After recalling the constant efforts of Russia in favor of conciliation, Prince Gortchakoff says that it is requisite above all things to avoid the appearance of any pressure whatever capable of chilling public opinion in America, or of exercising the susceptibility of that nation. We believe that a combined measure of the three great Powers, however conciliatory, if presented in an official or unofficious character, would be the cause of arriving at a result opposed to pacification. If, however, France should persist in her intention of mediation, and England should acquiesce in her course, instructions shall be sent to Baron Stoeckl, at Washington, to lend to both his colleagues there (the French and English Ministers,) if not official aid, at least moral support.

GEN. WOOL has addressed to a Northern newspaper a defense of his administration of the affairs of the Middle Department It discloses no new facts, but is mainly an appeal to his past career, which is exactly that to which the General may with just pride and satifaction refer.

His most damaging blow at his accusers is as follows:

There is, however, one thing in their recent resolutions which has afforded me gratification, and that is a change which the subject of incarceration has undergone in the opinion of some of these gentlemen who have themselves tasted the sweets of imprisonment, for it was the action of men of their character, until I firmly resisted it is incarcerating people right and left, without cause or justification, that drove many into the rebel ranks and prevented others who were wavering in their political faith becoming unconditional Union men.

DIED

Of wounds and disease contracted in the army, BENJAMIN PATTON, Jr., of Company E, 63d Regiment, Penna Vols., in the 19th year of his age.

The funeral will take place from the residence of his father, James Patton, on the Three Degree road, Hampton tp., at 10 o'clock a. m. to-day.

LIQUID STOVE POLISH.

SUPERIOR TO ALL OTHERS.

It needs no mixing.
It has no smell whatever.
It produces no dirt or dust.
It preserves from rust.
It produces a jet black polish.
It stands the most intense heat.
It requires very little labor.

For sale by SIMON JOHNSTON,
no15 corner Smithfield and Fourth streets.

1,000 HOOP SKIRTS, ALL SIZES, at old prices, selling off at McClelland's Auction.

First Edition.

LATEST NEWS BY TELEGRAPH.

Rebel Fortifications at Fredericksburg.

Tax on Clothing.

GENERAL BOYLE'S ORDER IN KY.

RAILROAD COLLISION.

SAM HOUSTON TURNED SECESH

Hung for the Murder of an American Missionary.

FOREIGN NEWS.

Political Prisoners Released.

&c., &c., &c., &c.

NEW YORK, Nov. 28.—The Herald has the following, dated Headquarters, Army of the Potomac, Nov. 27: There is no news of importance or special interest to communicate to-day. As yet our advance is delayed from circumstances beyond the control of Gen. Burnside, but these are being overcome as rapidly as possible.

Availing themselves of the opportunity so unexpectedly afforded them by our delay, the rebels are exerting themselves to the utmost in the erection of earthworks and batteries. They already have a formidable chain of earthworks extending along the ridges beyond Fredericksburg, and they can be distinctly seen throwing up others. In addition to these they have rifle pits arranged in convenient positions, evidently designed for the use of their sharpshooters.

All remains quiet along the lines. The upper fords are quietly held by our forces. Fredericksburg is deserted except by a few of its male residents and the secesh patrol.

WASHINGTON, Nov. 27.—The President yesterday went by special steamboat conveyance to Aquia Creek, where he was met by Gen. Burnside. He returned this morning by the same means.

The Commissioner of Internal Revenue having heard the arguments of counsel in regard to the liability to taxation under the excise law of persons engaged in the manufacture of clothing, has prepared an elaborate statement, deciding that clothing is a manufacture subject to taxation at the rate of three per centum *ad valorem*, the value to be returned by the manufacturers, as established by assessors in the manner pointed out by the statute.

WASHINGTON, Nov. 28.—Commander Fletcher, of the ship Constellation, in a letter to the Navy Department, dated Spezzia, 3d inst., says he had just received advices from our Consul at Beirut, Syria, that the Sultan's firman for the execution of the murderer of Mr. Coffing, the American missionary, reached Adana while the Constellation was at anchor near that place, and the criminal was immediately beheaded in the presence of a vast concourse of people, and without any popular outbreak, as had been anticipated. The Consular representatives of the United States, France, Russia and Italy witnessed the execution, which is said to have been hastened on account of the presence of the Constellation.

LOUISVILLE, Nov. 27.—An order just issued by Gen. Boyle gives much satisfaction to the conservative men in this section. That press compliments him. The

HEADQUARTERS DISTRICT OF WESTERN KENTUCKY, Louisville, Nov. 27.

All the commanding officers serving in this District are ordered not to permit negro slaves to enter the camps, and all officers and privates are forbidden to interfere or intermeddle with slaves in any way.

It is rumored that the rebel John Morgan with a force of four thousand, is at Glasgow. This is not reliable.

CAIRO, Nov. 27.—The Galveston News, of the 7th, says that Sam Houston made a secession speech in Branham lately.

Advices from Holly Springs to Saturday state that nearly the entire population had emigrated. All the stores and most of the private residences were closed. A small Confederate force was there, but not quartered permanently. The Federal's occupy Hudsonville, seven miles North.

The Georgia Legislature passed a law recently for obstructing all navigable streams in the State. It appropriated $200,000 for that purpose.

The First General Council of the Episcopal church, of the Confederate States, met at Augusta, Ga., on the 19th.

NEW YORK, Nov. 28.—The steamer City of Washington has arrived. Her news has been mainly anticipated.

Lord Russell's reply to the Chamber of Commerce of Liverpool, relative to the Alabama's doings, says that the matter is under the consideration of the Government.

The Alabama was seen by the ship Granite State on October 23d. She gave chase for a short time, but squalls and darkness caused her to desist.

The Times shows that the destruction of the British steamer Blanche was a most flagrant outrage, and doubts not that Earl Russell has taken the proper steps to obtain satisfaction.

It is reported that the British steamer Antona has been stopped by the Government from landing arms, etc., for the Confederates, at Cork.

The Liverpool Chamber of Commerce has resolved to memoralize the Government in favor of the abolition of the Commercial blockade.

NASHVILLE, Nov. 23.—Three passenger cars, in the train from Louisville, ran off the track at a switch two miles from this city, and were precipitated down an embankment forty feet. The cars were badly damaged, one officers leg broken, and ten others slightly injured. There were nine cars in the train. The locomotive and baggage car passed the switch safely.—Some four hundred passengers were on board. The track was torn up for fifty yards. The accident was caused by the bolt breaking, and the spreading of the switch. Trains will leave in the morning.

MILWAUKEE, Nov. 26.—General Pope leaves for Washington to-morrow.

A telegram from Madison, Wis., announces the death of Hon. Luther Hanchett, Member of Congress, of brain fever.

CINCINNATI, Nov. 28.—The Buell Court of Inquiry convened yesterday, and after organizing, adjourned till to-day. The proceedings will be private. Gen. Buell is not present.

BOSTON, Nov. 28.—By orders from Washington all political prisoners were released from Fort Warren yesterday.—Many of them left for their homes last night, including Marshal Kane of Baltimore.

CINCINNATI, Nov. 28.—A passenger and freight train on the Kentucky Central Railroad collided yesterday afternoon, five miles this side of Paris. E. H. Crow, of Fayette county, Ohio; James Simpson, of Knox county, Ind., Miss Josephine Hisa, Yellow Springs, Ohio, were killed, and — Johnson, of the 22d Michigan, and two others, wounded.

LIQUID STOVE POLISH.

SUPERIOR TO ALL OTHERS.

It needs no mixing.
It has no smell whatever.
It produces no dirt or dust.
It preserves from rust.
It produces a jet black polish.
It stands the most intense heat.
It requires very little labor.

For sale by SIMON JOHNSTON,
no15 corner Smithfield and Fourth streets.

1,000 HOOP SKIRTS, ALL SIZES, at old prices, selling off at McClelland's Auction.

TO-DAY'S ADVERTISEMENTS

WANTED.

Thirty or Forty Boarders. Male or Female.

ENQUIRE AT THE MASSEY HOUSE,
no29:2td NOS. 5 & 7 ROSS ST.

CLOAKS, CLOAKS, CLOAKS,

PITTSBURGH

CLOAK AND MANTILLA STORE,

NO. 73 MARKET STREET.

WE HAVE ON HANDS A LARGE and elegant assortment of Cloaks for

WINTER WEAR.

Our stock is made of the best of Cloaks that can be procured for the purpose, and our styles are all new and novel in design. We have a large assortment of

MISSES CLOAKS.

on hands, and also a large stock of cloths, which enables us to fill orders on short notice.

NO. 73 MARKET STREET.
no29 M. J. SPENCE.

VALUABLE BOOKS AT AUCTION—The sale of Mr. Pratt's annual consignment of Valuable Books, in every department of Literature, Science and Art, Letter and Note Paper, Gold Pens, Photograph Albums, Family Bibles, &c., will be continued tonights 7 o'clock, at No. 55 Fifth street. T. A. MCCLELLAND, Auctioneer.
J. K. PRATT, Salesman.
no29

RECRUITING OFFICE REMOVED.—Lieutenant G. K. Gross has removed his Recruiting Office from Wilkins' Hall to the Girard House, Smithfield street. Recruits still received for that veteran regiment, the 63d P. V., Infantry, or for any other Regiment in the field,—Infantry, Artillery or Cavalry. Pay and subsistence furnished from date of enlistment, advance bounty pay received as soon as mustered. For further information apply to

G. EMANUEL GROSS,
1st Lieut. 63d Penn'a Vols. Infantry,
Girard House, Smithfield street.

P. S.—Persons residing in the country can obtain full information by addressing to Box 689, Pittsburgh Post Office. no29:1td

Greatest Bargains

Ever Offered in all kinds of Goods.

SHAWLS,

OF THE VERY LATEST DESIGNS.

CLOAKS OF ALL DESCRIPTIONS

FLANNELS,

of all colors, Barred and Plain.

DOMESTICS.

The largest assortment we have ever been able to offer. Purchased early in the season and will be sold at less than they can be purchased in the East at the present time.

C. HANSON LOVE & CO.,

74 Market Street.

no29

OFFICERS & SOLDIERS,

CAVALRY AND GRAIN BOOTS

IN GREAT VARIETY AT

CONCERT HALL SHOE STORE.

62 Fifth Street,

Best Ladies' Balmorals in the city.

☞ I will pay a good premium for a Lock Box at the Post Office.
no29

THE WM. PENN HOUSE

FOR RENT.

THE SUBSCRIBER WILL RENT HIS property and sell his Furniture of that old established

WM. PENN HOUSE,

on Penn street, near the canal bridge.

The house is well situated and is near the location of the new depot of the Pennsylvania Central Railroad, and has a good run of custom at the present time. SALVADOR SLOCUM.
no29:6wd

BARGAINS IN REAL ESTATE—FOR SALE—A valuable house and lot 24 feet front on West side of Penn street; 136 feet deep to a wide alley, hall, two parlors and about 12 rooms, gas, water and brick stable. Also a three story brick dwelling house and lot, 18 feet front on Liberty street, running through to Penn st.—Also a three story dwelling house and lot, 7 feet Second street, hall, two parlors, dining room, kitchen, bath room, seven chambers, cellar, yard, gas and water fixtures. Apply to

S. CUTBERT & SONS,
Commercial Brokers,
no27 51 Market street.

NEW STOCK OF BOOTS AND SHOES just received at McClelland's Auction, 55 Fifth street.

$150. PIANOS. $150.

NEW SEVEN OCTAVE PIANOS, IN Rosewood cases, iron frames and overstrung bass, $150; with mouldings, $160; with mouldings carved legs and inlaid name-board, $175, $185, $200, and upwards; the same, with pearl keys, $225, 250, &c. The above Pianos, though cheap, are very excellent. Second-hand Pianos at $25, $40, $50, $60, $75 and $100. New Melodeons from $30 upwards.

MUSIC. MUSIC. MUSIC.

We publish hundreds of different pieces of Music, a large number being by the first masters in the musical world. Also, Instruction Books for nearly all musical instruments, select Base Music, the Day School Bell, Sunday School Bell, Nos. 1 and 2, Patriotic Song Book, Harp of Freedom, &c. Our Catalogue, which is furnished free as air to all who send for it contains lists of all varieties of music, with prices attached. No lady in the country should be without it. Orders by mail or express promptly filled, and satisfactorily executed as though the person ordering were present. Remit money in a register d letter or by express. HORACE WATERS, Ag't.
no26:5wd&3mw, No. 481 Broadway, N. Y.

SUPERIOR HAVANA CIGARS

I am just in receipt of 30,000 Superior Havana Cigars. Those wishing a real good article at the old price should call and examine my stock before purchasing elsewhere.

JOSEPH FLEMING,
JOSEPH FLEMING,
corner Market street and the Diamond.
corner Market street and the Diamond.

☞ The highest price in cash paid for Beeswax Superior Carbon Oil at 70 cents per gallon. Tar, Turpentine, Burning Fluid and superior Soda Ash constantly on hand.
no21

ROLLING MILL FOR LEASE.

THE ROLLING MILL PROPERTY at Apollo, Armstrong county, on the line of the Western Pennsylvania Railway and Pennsylvania Canal, will be leased for a term of years. It consists of a

Rolling Mill, Nail Factory,

Hoop Mill, Water Power, Coal privileges, dwelling houses, &c. Its location in the midst of an excellent farming district, presents all the advantages which cheap provisions and low taxes give to enterprise and capital for economy of manufacture. For particulars enquire of

GEORGE W. CASS,
no20 or W. McCLINTOCK.

ORANGES—3 BOXES SWEET HAVANA Oranges just received by express and for sale by REYMER & BRO'S,
no29 Nos. 126 and 128 Wood street.

TO-DAY'S ADVERTISEMENTS

BOILERS' MEETING—THERE WILL be a meeting of the Boilers of Pittsburgh and vicinity, at Lang's Hall, Liberty street, this Saturday evening, Nov. 29th. Punctual attendance is requested as business of importance will be transacted. By order of Committee.
no29:1t

MASONIC FUND SOCIETY—THE annual meeting of the Stockholders of the Masonic Fund Society, will be held at the Hall, Fifth street, on Monday evening, December 1st, at 7 o'clock. A. M. POLLOCK, Secretary.
no29:2td

LARGE STOCK OF

BOOTS and SHOES

OF ALL KINDS AT

M'CLELLAND'S AUCTION.

no29

MEN'S CAVALRY BOOTS

MEN'S CAVALTY BOOTS,

Just received, the best article at a low price at

JOSEPH H. BORLAND'S
Cheap Cash Store, No. 98 Market st.,
2d door from Fifth. no29

A LARGE AND

BEAUTIFUL ASSORTMENT

OF FINE

FRENCH AND ENGLISH CHINTZES,

NOW OPEN AND WILL BE SOLD AT

OLD PRICES.

W. & D. HUGUS.

no29

LADIES' ENGLISH LASTING BALMORALS,

Ladies' Glove Calf Balmorals,

LADIES' BUSH GOAT BALMORALS.

at DIFFENBACHER'S,
no29 No. 15 Fifth street.

APPLES—400 BARRELS PRIME Russetts, in store and for sale by

JAS. A. FETZER,
no29 Corner Market and First streets.

STRAYED OR STOLEN—HORSES belonging to the United States, branded U. S. A liberal reward will be given for their recovery and delivery at Jackson's Stables, on Third street, Pittsburgh. A. MONTGOMERY,
no29:1wd Maj. and Quartermaster, U. S. A.

AN ORDINANCE GRANTING CERTAIN privileges to the Pittsburgh and Steubenville Railroad Company.

SEC. 1. Be it ordained and enacted by the Mayor, Aldermen and citizens of Pittsburgh in Select and Common Councils assembled, and is hereby enacted by the authority of the same, That full power and authority be and is hereby given to "The Pittsburgh and Steubenville Railroad Company," their successors and assigns, to lay down, construct and use for general railroad purposes, double railroad tracks from their bridge now being erected over the Monongahela river, in the Second ward of the city of Pittsburgh, over and along Try street to and over Second street, and from the north side thereof, (the said tracks to be constructed from that point over private property on the west side of Try street) over Third and under Fourth streets, to a point north of said last named street, where said Company are about to build a bridge for the use and through said tunnel, to a point south of Seventh street, and from thence to and under said street at a point between the lower ends of Fountain street and Grant street and from thence along and on private property to and under Washington street, and from thence over private property to and over Elm street, to the tracks of the Pennsylvania Railroad, on the ground lying south of Liberty street; *Provided*, however, that the grades of Seventh and Washington streets shall not be altered from their grades as now established; *Provided*, further, That said railroad Company shall not make up trains or shift cars or locomotives on that part of their road between the Monongahela bridge and Fourth street.

SEC. 2. That the right is hereby given to said Railroad Company, their engineers and workmen, under the supervision of the City Regulator, to enter in and upon the streets, over, along, across and under which the said tracks are to be laid, and the same to dig down, alter and change, in such manner as may be necessary, in order to complete the construction of said construction of said track, and locate the same in accordance with the grades hereinafter established; *Provided*, That the said Railroad Company shall protect by proper and sufficient barriers, all excavations and embankments at the different streets named, and shall give bond, with sureties approved by Councils, to indemnify the city against all claim damages resulting from the negligence of said Railroad company, its employees and workmen, in the construction of their road, as herein authorized.

SEC. 3. That the grades of the following streets be, and they are hereby established as follows, to wit:

Grade of Western curb line of Try street from Second street to Pennsylvania Avenue

Commencing at the northern curb line of Second street, thence fall one foot per 100 feet to the southern line of Third street, thence fall 3 feet per 100 to the southern curb line of Fourth street, thence by a uniform ascending grade to the southern curb line of Pennsylvania avenue.

Grade of Third street.

Commencing on the west side of Try street, thence level 30 feet across the Pittsburgh and Steubenville Railroad, thence rise 3.47 feet per 100 feet to the eastern curb line of Ross street.

Grade of the northern curb line of Fourth street.

Commencing on the western curb line of Try street, thence rise 5 7 feet per 100 feet for the distance of 72 feet, thence level 30 feet, thence rise 0.75 feet per 100 feet to a point 3 feet west of Georges Alley.

SEC. 4. That the said Pittsburgh and Steubenville Railroad Company shall pay all actual damages done or likely to be done, to private property by the location and construction of their road, as authorized by the ordinance, and shall either settle the same or give ample security for the same to the respective property holders interested, before the commencement of the work.

SEC. 5. That the said Railroad Company shall, at their own expense, construct over Fourth, Seventh and Washington streets, at the point where their tracks shall pass under the same, good and substantial bridges of iron or stone, with suitable side railings, all satisfactory to the Street Committee, and the same to keep in good repair for the convenience of the public; and in the construction of said tracks and bridges the said Company shall protect the gas and water pipes in such manner as to render them at all times accessable and fit for use, and the removal and re-location of the same shall be under the direction of the City Regulator and the Gas and Water Committees of Councils, the same to be done at the expense of the said Railroad Company; keep a watchman at the corner over which they may cross with their tracks, whose duty it shall be to give notice of the approach of trains or locomotives by the exhibition of a flag in daylight and a lamp at night.

SEC. 6. That said company shall pay all the expenses occasioned by the grading, paving and curbing of Third street, from Ross to Try streets, and so much of Fourth street as lies between Georges alley and Try streets, and so much of Georges alley as the proposed grade of Fourth street renders necessary; and shall also provide suitable means, satisfactory to the Street Committee, for carrying off the water from Third and Fourth streets, between Ross and Try streets and from Try street, between Second street and Pennsylvania avenue; and shall also grade, pave and curb Try street, from Second to Third streets, at their own expense.

SEC. 7. That said Company shall not move by locomotive or otherwise, their cars from the end of their bridge at the Monongahela river to Elm street, at a greater rate of speed than four miles an hour, under a penalty of twenty-five dollars for every offense, to be recovered by an ordinary action of debt; *Provided*, That in the tunnel the speed may be greater.

SEC. 8. That all the ordinances heretofore passed to enable the said Railroad Company to make their railroad through the city, be and the same is hereby repealed.

SEC. 9. That if the said Railroad Company shall not accept the terms and conditions of this ordinance, except those of Pittsburgh a resolution of the Board of Directors of said Company, duly attested by a corporate seal, shall be a binding acceptance of all its conditions.
no29

GOOD CIDER ALL THE YEAR round by the use of NEUTRAL PHOSPHITE OF LIME. Call and procure a circular, with directions for using it.

The Best and most Reliable Article.

☞ Put up in bottles sufficient for one barrel of Cider. For sale at

JOSEPH FLEMING'S,
JOSEPH FLEMING'S,
Corner of the Diamond and Market Streets,
Corner of the Diamond and Market Streets.

☞ The highest price paid in cash for Beeswax Tar, Turpentine, Carbon Oil and Burning Fluid at the lowest prices. no21

RAILROADS.

1862. 1862.

WINTER ARRANGEMENT.

ON AND AFTER MONDAY, NOV. 17th, 1862, PENNSYLVANIA CENTRAL RAILROAD,

EIGHT DAILY TRAINS.

THE THROUGH MAIL TRAIN leaves the passenger Station every morning (except Sunday) at 3.50 a.m., stopping at all stations, and making direct connections at Harrisburg for Baltimore and Washington, and for New York via Philadelphia.

THE THROUGH EXPRESS TRAIN leaves daily at 4.30 p.m. stopping only at principal stations, making direct connection at Harrisburg for Baltimore and Washington, and for New York via Allentown route and Philadelphia.

THE FAST LINE leaves the station daily, (except Sunday) at 11.20 p.m., stopping only at principal stations, connecting at Harrisburg for Baltimore and Washington, and at Philadelphia for New York.

ACCOMMODATION TRAINS.

JOHNSTOWN ACCOMMODATION TRAIN, leaves daily (except Sunday) at 2.45 p.m., stopping at all stations, and running as far as Conemaugh.

FIRST ACCOMMODATION TRAIN for Wall's station leaves daily (except Sunday), at 6.40 a.m.

SECOND ACCOMMODATION TRAIN Wall's station leaves daily, (except Sunday) 11.45 a.m.

THIRD ACCOMMODATION TRAIN Wall's station leaves daily, (except Sunday) 3.40 p.m.

FOURTH ACCOMMODATION TRAIN Wall's station, leaves daily, (except Sunday) 6.00 p.m.

THE CHURCH TRAIN

Leaves Wall's Station at 9.05 a.m. returning leaves Pittsburgh at 12.50 p.m.

RETURNING TRAINS

ARRIVE IN PITTSBURGH AS FOLLOWS:

Baltimore Express	12.45 p.m.
Philadelphia Express	1.10 p.m.
Fast Line	1.20 a.m.
Johnstown Accommodation	10.30 a.m.
1st Wall's Station Accommodation	6.30 a.m.
2d Wall's Station Accommodation	8.35 a.m.
3d Wall's Station Accommodation	1.50 p.m.
4th Wall's Station Accommodation	5.50 p.m.

Baltimore Express will arrive with Philadelphia Express, at 1.15 p.m., on Mondays.

☞ Trains for Blairsville and Indiana connect at Blairsville Intersection with Express and Johnstown Accommodation East and West, and also with Local Freight, East and West.

The Traveling Public will find it greatly to their interest, in going East or West, to travel by the PENNSYLVANIA RAILROAD, as the accommodations now offered cannot be surpassed on any other route. The Road is ballasted with stone, and is entirely free from dust. We can promise Safety, Speed, and Comfort to all who may favor this Road with their patronage.

FARE:

TO NEW YORK	$12.80
PHILADELPHIA	10.50
BALTIMORE	10.00
LANCASTER	8.80
HARRISBURG	7.65

☞ Baggage checked to all stations on the Pennsylvania Railroad, and to Philadelphia, Baltimore and New York.

☞ Passengers purchasing tickets in cars will be charged an excess according to distance travelled in addition to the station rate, except from stations where the company have no agent.

NOTICE—In case of loss, the Company will hold themselves responsible for personal baggage only, and for an amount not exceeding $100.

N. B.—An Omnibus Line has been employed to convey passengers and baggage to and from the depot, at a charge not to exceed 25 cents for each passenger and baggage.

For tickets apply to J. STEWART, Agent,
At the Penna. R. R. Passenger Station on Liberty and Grant streets. no17

1862. THE 1862.

PITTSBURGH, FT. WAYNE & CHICAGO RAILWAY,

TO ALL POINTS IN THE WEST, SOUTH WEST AND NORTH WEST.

WINTER ARRANGEMENT.

Commencing Nov. 17th, 1862.

TIME TO CINCINNATI AS QUICK, and to Indianapolis, St. Louis and Chicago shorter than by *any* other route.

WESTWARD TRAINS.

	Fast Line.	Mail	Express.
Leaves Pittsburgh	1.50 a. m.	8.05 a. m.	3.40 p. m.
Allegheny	2.00 a. m.	8.40 a.m.	4.00 p. m.
Arrives Crestline	10.15 a. m.	7.00 p.m.	10.00 p. m.
Ft. Wayne	3.55 p. m.		2.25 a. m.
Chicago	10.50 p. m.		10.40 a. m.
FOR COLUMBUS, CINCINNATI & ST. LOUIS.			
Leaves Crestline	10.30 a. m.		10.00 p. m.
Arrives at Columbus	1.00 p. m.		12.50 a. m.
Cincinnati	6.20 p. m.		6.40 a. m.
Indianapolis	2.20 p. m.		7.35 a. m.
St. Louis	[illegible] p. m.		[illegible] p. m.

☞ Train through to Chicago without change of Cars.

N. B.—The time to Cincinnati is the same as by Steubenville. Trains on both Roads meet at Columbus, and passengers all go into Cincinnati together.

EASTWARD TRAINS

ARRIVE AT PITTSBURGH.

Chicago Express	3.00 a. m
Chicago Mail	2.45 p. m
Cincinnati and St. Louis Express	11.00 p. m

ACCOMMODATION TRAINS—From Federal street Station, Allegheny City.

Leaves Allegheny	Arrive New Brighton	Leave Brighton	Arrive Allegheny
9.40 a m	11.40 a m	6.45 a m	8.20 a m
4.30 p m	6.00 p m	12.55 p m	2.00 p m

Leaves Allegheny	Arrive Economy	Leave Economy	Arrive Allegheny
12.00 p m	1.15 p m	6.00 a m	7.10 a m
5.50 p m	7.05 p m	2.40 p m	3.50 p m

☞ Trains are run by Columbus time, which is 12 minutes slower than Pittsburgh time.

☞ Tickets good on the accommodation trains are sold at reduced prices.

Through trains connect as follows—

At Enon, with stages for New Castle, Mercer, Youngstown, &c.

At Orrville, Ohio, to and from Millersburgh, Akron, Cuyahoga Falls, etc.

at Mansfield, Ohio, for Mount Vernon, Shelby, Sandusky, Toledo, Detroit, etc.

at Crestline, for Delaware, Springfield, Columbus, Cincinnati, Xenia, Dayton, Indianapolis, Saint Louis, Louisville, etc.

at Lima, for Sidney, Detroit, Dayton, Toledo, etc.

at Fort Wayne, for Peru, Lafayette, Ind., Saint Louis, Quincy, Keokuk, St. Joseph and intermediate points in Central Indiana and Illinois.

at Plymouth for Laporte.

and at Chicago, with trains for all points in Illinois, Missouri, Iowa, Wisconsin and Minnesota.

☞ For further information and through tickets apply to GEORGE PARKER, Ticket Agent, Union Passenger Station, Pittsburgh, and A. G. CASSELBERRY Agent, Allegheny.

JOHN B. JERVIS, General Superintendent,
W. P. SHINN, General Passenger Agent

CLEVELAND, PITTSBURGH AND WHEELING RAILROAD.

WINTER ARRANGEMENT.

On and after MONDAY, NOV. 17th, 1862, Trains will leave the Depot of the Pennsylvania Railroad, in Pittsburgh, as follows:

PITTSBURGH, COLUMBUS AND CINCINNATI ORT LINE, VIA STEUBENVILLE.

Leaves Pittsburgh	1.50 a. m.	3.40 p. m
do Steubenville	4.20 "	6.20 "
do Newark	11.35 "	11.15 "
do Columbus	1.05 p. m.	12.50 "
Arrive Cincinnati	6.20 "	6.40 a. m.
St. Louis		

No change of cars between Pittsburgh and Cincinnati.

Splendid sleeping cars attached to all night trains.

PITTSBURGH AND WHEELING LINE.

Leaves			
Pittsburg