

Daily Morning Post

OFFICIAL JOURNAL OF THE CITY. HARPER & LAYTON, Proprietors and Publishers.

PITTSBURGH, FRIDAY MORNING, AUGUST 22, 1861.

DEMOCRATIC STATE TICKETS.

FOR GOVERNOR, WILLIAM BIGLER.

FOR CANAL COMMISSIONER, SETH CLOVER.

DEMOCRATIC STATE NOMINATIONS.

FOR JUSTICES OF THE SUPREME COURT.

HON. JEREMIAH T. CLARK, HON. JAMES CAMPBELL, HON. ELLIS LEWIS, HON. JOHN H. GIBSON, HON. WALTER H. LOWMYER.

DEMOCRATIC COUNTY TICKETS.

RESIDENT JUDGE OF DISTRICT COURT, HOPWELL HEBBURN.

ASSISTANT JUDGE OF DISTRICT COURT, CHARLES A. LEITCH.

PRESIDENT JUDGE OF COUNTY COURT, JAMES S. COLEMAN.

ASSOCIATE JUDGE OF COUNTY COURT, WILLIAM KEES.

CLERK OF COUNTY COURT, JAMES WATSON.

ALEXANDER McCAMMON, JAMES WATSON, D. B. WILLIAMS, L. B. PATTERSON, ROBERT MORROW, ANDREW BARKER, ELIPAH TROVILLO, THOMAS BLACKMORE, J. D. W. WHITE, E. H. HEASTINGS, B. DELWORTH.

Pittsburgh and Steubenville Railroad.

ELECTION OF PRESIDENT AND DIRECTORS.

Permanent to public notice, an election for President and Directors of the Pittsburgh and Steubenville Railroad, took place yesterday, at the Rooms of the Trade, in this city.

The following names were declared duly elected, having received a majority of the votes given:

President—HAROLD DENNY.

Directors—J. K. Moorhead, J. R. Lewis, James Pennock, Charles Taylor, Samuel Livingston, Jesse Edgington, T. M. Lewis, J. W. G. Galt, Thos. S. Clarke, Lewis Hutchison, Isaac Walker, Jr., Henry Richison.

This is a most interesting event, and is composed of men who are known to be the true friends of the Pittsburgh and Steubenville Railroad. This important work is now in good hands, and there is no doubt but that it will proceed forward with the most energy.

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AMERICAN IRON.

Among the facts stated by Governor Johnston, the production, (and at many points the output) of the iron business, was not of the least consequence. Yet, among the "facts" which are so abundantly before us from the other side of the water, we find that, from a return printed by order of the British House of Commons, there were last year imported into this country 785 tons of iron, 1818 tons of cast iron, 650 tons of pig iron, 84,000 tons of wrought iron in bars, and 983 tons of bloom iron, principally from Sweden and the United States. Now it will appear, from the above facts, that a single ton of American iron should have been sent to England, if so many iron establishments in this country have been utterly ruined because they could not compete with the foreign article.

Men of ordinary capacity cannot comprehend and reconcile such facts as these. It takes Whig politicians, and Whig financiers, especially such as have helped to fix the present economic situation upon the State, and are best of their kind efforts, and their great achievements in getting the State out of debt, to prove to the people any thing; and of course they can prove something about these facts.

From the same source, we find that the production of iron in this country, had been 1,000,000 tons last year, and that the production of iron in England, had been 1,000,000 tons last year.

It is not surprising, therefore, that the iron business in this country, should have been so utterly ruined, and that the iron business in England, should have been so prosperous.

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Scrabbles and Clippings.

The Buffalo Republic has a notice of an invention, perfected by Mr. Stephen Allen, of that city, which combines the qualities of an excellent ship-bed and perfect life-preserver. The inventor claims over all life-preservers and ship-beds, and it does not have to be blown full of wind, and can be attached instantaneously.

The Bangor Whig says, that a Vermont inventor has made a machine for making brick by steam power, by which they are shovelled up, dried, pulverized, and pressed dry into the mould, and the bricks come out in a very handsome and solid shape.

The Norfolk Argus states that a great revival in the Methodist Church has lately taken place in that city. The Rev. Mr. Allen, of that denomination, has been preaching for several weeks, and has attracted a large congregation.

The Paris Journal announces that the first trial in Sweden has been completed. It extends from the Lake of Langar to that of Tingen, in the district of Filipstad, and is about seventy miles long.

According to the returns to parliament, there were 26,819 persons committed for trial in England and Wales in the course of last year. The number in the preceding year (1849) was 27,816.

The Virginia Central Railroad Company shows an increase of receipts for the six months ending on the 31st of July, 1851, over the same months of the preceding year of \$84,948 1/2.

A correspondent of the New York Express gives the following recipe for the destruction of the pestiferous locusts, which are now so common in that State. It is as follows: Take a quart of water, and add to it a quart of vinegar, and a quart of kerosene, and mix them together.

It will be remembered that the G. S. Babst, who appeared on the first fork of the Steamship on the 16th of May last, and after the most thorough and vigilant search for him his friends have been able to discover no trace of him whatsover.

Yesterday (Sunday) a young man named Susan Nipper, on hearing that Powers, the scoundrel, was "at work on a boat," exclaimed "I will go and see him." He went, and found him when he was on a boat. "There's that Jim Reiner," said he, "he's been on a boat ever since he was a boy, and he's never been on a boat since he was a boy."

The Providence Post says that a man named John B. French, of that city, has been elected to Congress, and will represent that State in the next session of the National Assembly.

The following from the Baltimore Patriot, relative to the late election, is very interesting. It says that the Baltimore and Ohio Railroad, and the Pennsylvania Railroad, and the Chesapeake and Delaware Canal, and the Delaware and Maryland Canal, and the Delaware and Pennsylvania Canal, and the Delaware and Virginia Canal, and the Delaware and North Carolina Canal, and the Delaware and South Carolina Canal, and the Delaware and Georgia Canal, and the Delaware and Florida Canal, and the Delaware and Alabama Canal, and the Delaware and Louisiana Canal, and the Delaware and Mississippi Canal, and the Delaware and Arkansas Canal, and the Delaware and Texas Canal, and the Delaware and California Canal, and the Delaware and Oregon Canal, and the Delaware and Nevada Canal, and the Delaware and Idaho Canal, and the Delaware and Utah Canal, and the Delaware and Arizona Canal, and the Delaware and New Mexico Canal, and the Delaware and Colorado Canal, and the Delaware and Wyoming Canal, and the Delaware and Montana Canal, and the Delaware and Dakota Canal, and the Delaware and Nebraska Canal, and the Delaware and Kansas Canal, and the Delaware and Oklahoma Canal, and the Delaware and Missouri Canal, and the Delaware and Iowa Canal, and the Delaware and Wisconsin Canal, and the Delaware and Illinois Canal, and the Delaware and Indiana Canal, and the Delaware and Ohio Canal, and the Delaware and Pennsylvania Canal, and the Delaware and Maryland Canal, and the Delaware and Virginia Canal, and the Delaware and North Carolina Canal, and the Delaware and South Carolina Canal, and the Delaware and Georgia Canal, and the Delaware and Florida Canal, and the Delaware and Alabama Canal, and the Delaware and Louisiana Canal, and the Delaware and Mississippi Canal, and the Delaware and Arkansas Canal, and the Delaware and Texas Canal, and the Delaware and California Canal, and the Delaware and Oregon Canal, and the Delaware and Nevada Canal, and the Delaware and Idaho Canal, and the Delaware and Utah Canal, and the Delaware and Arizona Canal, and the Delaware and New Mexico Canal, and the Delaware and Colorado Canal, and the Delaware and Wyoming Canal, and the Delaware and Montana Canal, and the Delaware and Dakota Canal, and the Delaware and Nebraska Canal, and the Delaware and Kansas Canal, and the Delaware and Oklahoma Canal, and the Delaware and Missouri Canal, and the Delaware and Iowa Canal, and the Delaware and Wisconsin Canal, and the Delaware and Illinois Canal, and the Delaware and Indiana Canal, and the Delaware and Ohio Canal, and the Delaware and Pennsylvania Canal, and the Delaware and Maryland Canal, and the Delaware and Virginia Canal, and the Delaware and North Carolina Canal