PITTSBURGH:

SATURDAY MORNING......MARCH 20. DEMOCRATIC TICKET. TOR PRESIDENT OF THE UNITED STATES: AMES BUCHANAN

OF PENNSYLVANIA; Subject to decision of the Democratic Gener FOR VICE PRESIDENT: WILLIAM R. KING. OF ALABAMA;

FOR CANAL COMMISSIONER: COL. WILLIAM SEARIGHT. OF PAYETTE COUNTY.

NATIONAL DEMOCRATIC CONVENTION: Baltimore, Md., Tuesday, June 1, 1859. DEMOCRATIC ELECTORAL TICKET.

BENATORIAL ELECTORS GEORGE W. WOODWARD. WILSON McCANDLESS.

REPRESENTATIVE ELECTORS.

1st, Peter Logan. 13th, H. C. Eyer, 2d., George H. Martin. 14th, John Clayton. 3d. John Miller. 15th, Isaac Robinso 4th, F. W. Bockius. 10th, Henry Petter. 5th, R. McKay, Jr. 17th, James Burnside 18th, Maxwell M'Canli 7th, Hon N Strickland. 19th, Gen Jos. Al Dounld Sth. A. Peters. 20th, Wm. S. Calaban. 9th, David Fisher. 21st, Andrew Burke. 10th, R. B. James. 22d, William Dunn. 10th, R. B. James, 22d, William Dunn 11th, John M'Reynolds, 28d, John S. M'Calmont 24th, George R. Barret

cluded almost every thing else to make room for and currenture adopted would give you a road at it. It may not be as interesting to those who desire matter of a lighter nature, but we are and the calculations of its cost as carefully made as those of any other read heretofore construcfind much this will interest them, and we com- ted, and we believe that no material a mend it to a careful perusal.

turned to the most interesting of its cotemporaries, the Morning Post, from which it selected a line and a balf, on which the editor wrote half a column. Some of our readers may wonder what we could have said in so short a space what would call forth such lengthly comments from our neighbor. It was the following:

lien gleaned from a St. Louis paper local incidents attending the arrival of the distinguished guest of the city. Nobody discovered any thing among the region of the country the most hourshing, popular and productive counties to be found in the State of Ohio. The railroad amins in the meagre paragraph, and every one read it with the reflection that all popular read resident, it with the reflection that all popular read resident, it will cost to construct the most flourabled by your company.

Although the general features of the country were ascertained from the preliminary surreys.

Although the general features of the country were ascertained from the preliminary surreys and the twelve simple words according to their plain meaning, are obtuse, and they could not continue the distinction of James E. Day and R. T. Masson understand their full import until the astite but somewhat captions Journal became displased without a great mount of the Board, for the skill and perserved with them. It thinks the little paragraph is an imputation against Kossuth. Of course the editor believes this, and with the most kindly feeling, no doubt, he instructs us as to the manner. The river contents of the country to the stimulation against Kossuth. Of course the editor believes this, and with the most kindly feeling, no doubt, he instructs us as to the manner. The number of basics of construction of a per form distant points the factors of two countries to be found in the State. The number of the silent of the state. We accident the factors and countries the direction of a hard proper that the facts and countries to be found in the State of Ohio. The railroad from the line of roads between Steuchenville and trade and travel fee, we distance is 19 miles to country be desirated to the fact of Ohio. The railroad from the line of roads between the mass floured that the facts and the proper distance is 19 miles of collars, the found of the State of Ohio. The railroad from the line of roads between the manner rival roads of the State of

To the President and Directors of the Pittsburgh and Standentalle Railroad Campany

found, in the aggregate, somewhat larger than may have been anticipated, it should be borne in mind that it is intended to cover the cost of constructing a first class road, in a substantial and permanent manner, such as its importance, con-sidering its position and connections, seem to de-The preliminary surveys, following as they did

the bed of the streams which point out the natual course of the routes, did not afford full data for estimating correctly the cost of the work, and when the grades, descending from the Our paper, this morning, contains a very fully laid along the adjacent slopes, numerous interesting Report from the Engineer of the Pittsburgh and Steubenville Railroad. As it is of great importance to our readers, we have ex-

The Journal was hard run for something ongahela Bridge at Pittaburgh, to the lower to write about yesterday; and after cudgling his which we have estimated the cost, as follows, The whole distance from the end of the Mon-Grading, bridging, and preparing road-

orty-four miles of superstructure for the Obio river at Steubenville.\$1,296,229 This Bridge, as has heretofore been suggest-"On the arrival of Kossuth at St. Louis several tion of stock, and it should be made to necommodate the common travel, as well as the rail-That appeared in the Post of Thursday, as an item gleaned from a St. Louis paper local inci-

feeling, no doubt, he instructs us as to the manner in which we should have written the paragraph. He says it should have written the paragraph. He says it should have read as follows:

"On the arrival of Kossuth, several persons were robbed, but suspicion does not attach to the illustrious Magyar."

If we had written in that style, it might have been more explicit than our own paragraph, but suspicion or own paragraph, but specimen are still engaged in a this account, we do not deem it opposite than our own paragraph, but suspicion of the second of the second statements, will convey to the twent Columbus and Steubenvillo is particularly productive, and a highly important district. The value of these agricultural products and resource is \$12,862,091 without including, eats, rye, barley, hay, tobacco, pointoes, turnips, fruit, butter, cheese, culianty vegetables, poultry, &c.

Gentlemen are still engaged in procuring releases of the right of way, and subscriptions of stock: and on this account, we do not deem it opposite than our own paragraph, but

been more explicit than our own paragraph, but expedient, at this stage of your operations, to

The standard of promote particular and the property of the pro

When the population and character of a given field of operations are known, we may by com-parison with other districts where the Roil Road

has been tested, arrive at tolerably accurate approximations to the probable result. Take for example the experience on the Cumberland Val-ley Rail Road, the business on which is almost entirely of a local character and derived chiefly from a single tributary valley, containing about 500,000 acres—(allowing for 13 miles in width by 60 in length) the business on this Road, of 51 miles in length, last year yielded an income of \$103,000. At the same rate per mile in length

prepared, viz: Wheat3,444,440 bus. at 600...\$2,066,669

REPORT

To the Pforther and Discover of the Participant of the competion of this road a new control of the property of the pro

tween Pittsburgh and Steubenville, and some persons may continue to patronize the boats in

of siles, in length, last year yielded an incomo of \$103,000. At the same rate per mile in length for fullroad, the income on your road from local trade and travel, should be, in round numbers, \$80,000.

But a very important and reliable business to be accommodated on your road will come from the Steubenville and International Internati

area of about 121 miles on each sides, which is equivalent in area to the intervening counties of Franklin, Licking, Muskingum, Coshocton, Tuscarawas, Harrison and Jefferson; Seven of the most flourshing possible of the seven of the most flourshing and steaderwise and Indiana look or undervalue objections, or obstacles, we invite the closest scrutiny into the whole subject. We do not set down any specific amount of trade or travel which is to pass from distant points over this line, and in presenting appropriate estimates the closest scrutiny into the whole subject.

that could possibly justify the construction of a railroad from the mouth of Yellow Crock over this high summit, and thouce down into the Val-ley of Connotton, in preference to route passing out from Steubenville, would be a material say. out from stemeenvine, would be a material sav-ing of distances. In view of the entire practica-bility of your road across the bend of the Ohio, cutting off so much distance from a great thor-oughfare. We regard this talked of line as out

response may continue to patronize the boats in preference to the cars, but the fare on the boats in preference to the cars, but the fare on the boats is only part of the expense of a trip to Pitteburgh, and when the saving of time is considered, the total cost of a trip by railroad will in most cases fall short of the total cost by the river. Even along the Hudson river, where the railroad is not materially shorter than the river, and where the navigation is much better than the navigation of the Ohio, and with a much more expensive route than yours, the bulk of the travel has been attracted to the railroad. In your case, the result can scarcely be regarded as doubtful. Your line can afford to carry freight between Steubenville and Pittsburgh, and particular freight to and from points be-

Consulting Engineer. D. MITCHELL, Jr.,

Engineers' Office, Pittsburgh, March 18, 1852. MARRIED: On Thursday evening, at 8 o'clock by the Rev. Mr. Robinson, Mr. SAMUEL S. BOGGS, of Union township, Washington county, to Miss E. BENNETT, of this city.

NEVER HOLD HALICE. BY ELIZA COOK. Oh! never hold malice, it cannot be good;
For his nobler to strike in the rush of bot blood. Than to bitterly cherish the name of the foc. Walt to sharpen the weapon and measure the blow. The wild dog in hunger, the wolf in the spring—The shark of the waters—the usp with its sting—Are less to be feared than the vengeance of men, When it iyeth in secret to wound when it can.

h: never hold malice, dislike if you will,

DEATH OF A SUPPOSED BANK ROBBER. - Jan Brown, alias Nathan Rhodes, died recently at Minersville, Pa. It is supposed he was connected with the Portsmouth (Va.) Bank robbery, and that he placed the \$4,000 worth of watches and jewelry in the old house in Kensington, where they were found on Friday last. They were stolen from the store of Geo. W. Harris, of Montgomery, Ala., in January last, at which time he was robbed of \$10,000 worth at goods. THE Alembers of the 200 BUPPER

W. J. Montgomeny. mar20 [Journal and Disputch copy and charge Comp.

Blank Books and Stationary.

THE subscriber respectfully informs his friends as
the public that he is now opening a well selected a
sortment of Blank Books, School Books, Stationer

sortment of Blank Books, School Books, Sintionery, Wrling, Primting and Wrapping Papers, Bounet Boards, &c. all of which he will sell at low mose.

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Blank and School Books, Paper and Stationer
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ET Also, Restor he Paintings (mar/6,6m)

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To characterize Root's Crayon! or Vignetic heals by one appropriate word, it is to call them—as they truly are—pigtetion?

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OFFICE NORTH HOOM OF EXCUSANCE. OFFICE, NORTH BOOM OF EXCHANGE On Third Sireet, Philadelphia:

THE following statement of the Affairs of the tom
y, is published in conformity, with a Provisio
a Charter. is Charter. Securiums Received During the Year anding Oct. 31st 188 In Marine and Itland Risks \$235,537.

Earned Promisors During the Yest Rading of Above in Marine and Inland Risks \$240,599 at 104,277 46 merest, Salvage, &c eturned Premiums gency charges, and Commission xpenses, Real, Salaries, Station

The Aricus of the Company are as Follonds, Mortgages and Ground rents: 1.23,005 Pennsylvania Six per cent Loan 12,000 do Fire 50,000 Philadelphia City Six 65,000 Camden and Amboy R. R. Fiveper cent Loan Dirtchargh
Fittsburgh
5 stories Philadelphia and Havre de Grace
5 scar Tow Boat Company
22 shares Philadelphia Exchange Company
22 shares Philadelphia Exchange Company
soripi and stock of sendry Mainel Insurance
Co Bills accessor. Cath on her d Balance, in the hands of agents, and Premi-liums on Marine Policeistrecently issued

DIRECTORS: Joseph II. Seal,
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Robert Barron,
Join R. Penruse,
Georae G. Leiper,
Elward Darington,
Issae H. Basis,
William Folwelt,
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It be South side of the Ohio River, spopous the month of the Big Beaver Creek, inventy - that miles from Pittsburgh, eight from Wheeling, and one hundred from Cieveland. The Proprietor has had-twenty years practical experience as a argular Physician, twelve of which has practiced under the Hydropathe cures. Each Patient is required to fornish two heavy woulen blankets, two large comforts, four sheets, four towels, and one campbinated; or India-rubher sheet.

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