PITTSBURGH GAZETTE

TRI-WEEKLY EDITION.

PITTSBURGH:

SATURDAY MORNING, APRIL 2, 1853.

☞ HEADING MATTER WILL BE FOUND ON EACH PAGE OF THIS PAPER.

DEMOCRATIC WHIG NOMINATIONS.

FOR CANAL COMMISSIONER,

MOSES TOWNSEND, *of Centre County.*

FOR AUDITOR GENERAL,

ALEX. K. McCLURE, *of Franklin County.*

FOR SURVEYOR GENERAL,

CHRISTIAN MEYERS, *of Clarion County.*

The present of our advertising columns presents quite an array of new matter, for to-day. We will try and make up for any deficiency in our next.

OHIO AND PENNSYLVANIA RAILROAD.—The work on this road near Perrysville, which has been retarded by the failure of two of the contractors, is now progressing rapidly. The last contractor on Sewickley embankment has commenced operations, and the last bridge is to be ready to receive the iron by the 15th inst. The second track will be completed by the middle of June, and the whole road will be open for business by the first of July. We are pleased to learn that the Directors are determined to complete the road by the Thursday part of next week; and that the mail train will run from Mansfield to Pittsburgh by the 15th inst. The second track, on Monday next, will be commenced at Rochester, and pushed through to Pittsburgh as fast as possible. The Directors are to be commended for their energy in pushing forward the completion of this road, and we hope nothing will occur to prevent the consummation of a work so important to the public.

CLIFTON LOCK RAISING.—The raising of the Clifton Lock is well known. The Board of Managers of the Pittsburgh and Connellsville Railroad Company, in order to secure the expeditious handling of the coal trade, have determined to protect the property which will be destroyed by the raising of the Clifton Lock, by preventing the construction of a coal route, if in their power so to do.

A few days ago, a petition was presented to the Court of Quarter Sessions, praying for the appointment of a jury to assess the damages which would be sustained by the owners of property, in the event of the raising of the Clifton Lock. The Court appointed a jury, which met on Monday, and after viewing the premises, adjourned to meet on Tuesday, the 12th inst.

Judge Black is a zealous opponent of a railroad to Harrisburg, and the Pittsburgh and Connellsville Railroad Company have ascertained, to their satisfaction, that the Judge is the principal obstacle in the way of the Legislature granting the charter asked for. Judge Black is a resident of Somerset county, and has displayed rather remarkable zeal in opposing the Pittsburgh and Connellsville Railroad. The Judge objects to the road because it will run through his native county, and that it will not pay. The opposition to the road, on the part of Judge Black, is the more remarkable, inasmuch as the road will be of great advantage to Somerset county, and that it will not pay