THE PITTSBURGH GAZETTE.

BY ERASTUS BROOKS & Co.

PITTSBURGH:
TUESDAY MORNING, AUG. 31, 1847.

☞ The Pittsburgh Daily Gazette is published Daily, Tri-Weekly, and Weekly.—The Daily is Seven Dollars per annum; the Tri-Weekly is Five Dollars per annum; the Weekly is Two Dollars per annum *strictly in advance.*

Notice to Advertisers.

☞ Advertisements, to secure insertion, should be handed in by five o'clock in the afternoon. Attention to this, on the part of our customers, would be productive of mutual benefit.

FOR GOVERNOR.
GEN. JAMES IRVIN,
(OF CENTRE COUNTY.)
FOR CANAL COMMISSIONER.
JOSEPH W. PATTON,
(OF CUMBERLAND COUNTY.)

FOR SENATOR.
GEORGE PARSIE, of Allegheny City.

FOR ASSEMBLY.
LEWIS C. J. NOBLE, of Indiana Tp.
CHRISTIAN SNIVELY, of Wilkins Tp.
MARSHALL SWARTZWELDER, Pittsburgh.
HENRY LARGE, of Mifflin Tp.

FOR COUNTY TREASURER.
J. W. BAXTER, of Pittsburgh.

FOR COUNTY COMMISSIONER.
THOMAS PERKINS, of Lower St. Clair Tp.

FOR AUDITOR.
WILLIAM CAVEN, of Versailles Tp.

For latest Commercial Intelligence, Domestic Markets, River News, Imports, Money Market, &c., see third page.

See fourth Page for Miscellaneous News.

PITTSBURGH AND CONNELLSVILLE RAILROAD COMPANY.

THE Stockholders of the Pittsburgh and Connellsville Rail Road Company, are hereby notified to attend a meeting of the Company, to be held at Philo Hall, on Tuesday the 31st of August at 3 o'clock P. M. for the purpose of taking into consideration the supplemental legislation of the last session of the Legislature, and adopting such measures in relation to the Charter, as may be deemed most useful to the interests of the company.

J. CAROTHERS,
Sec'ry of board of Directors.

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We hope every Stockholder will be present at the meeting of the Pittsburgh and Connellsville Rail Road Company this afternoon. The city Stockholders are particularly urged to be present, as a large number of Stockholders are in town from the country. The business to be considered at this meeting is of that urgent and important character which demands the presence of every one who has contributed his means towards the prosecution of an Eastern Road. A single vote may decide a question of momentous interest, and we, therefore, again urge the presence and action of every citizen who is entitled to a vote.

OUR COLUMNS are devoted to Rail Road matters to-day, and occupy more space that may be acceptable to all of our readers. Politics shall have their turn next, and then reading more agreeable to the business and family reader. There is a time every thing, and this is the time for Rail Roads.

The able communication from Mr. MERRICK, the proceedings of the Canton Convention, the communication from Wellsville, and the appeal for a full meeting to-day, will all strike the attention of the reader.

BUSINESS ON THE PA. CANAL.

By the politeness of Gen. Levi G. Clover, Collector of Tolls on the Pennsylvania Improvements at this place,—a gentleman to whom we take pleasure in awarding great faithfulness in the discharge of his duties,—we have been permitted access to the documents, where we find much information important to the public.

The business East from this city is increasing largely every year, and with proper care on the part of those in charge of the public works, collectors of toll, &c., a great increase of revenue to the Commonwealth may be confidently expected. Facts derived from the subjoined tables will fully convince the candid reader of the truth of this prediction. Five months of the current year show a greater amount of tonnage than the whole of 1846, although a less number of boats have been cleared. The increase of toll already over the whole of last year, is about $10,000, notwithstanding the very large amounts of freights for the relief of suffering Europeans which passed free of toll, and the reduction of the rates per cent per mile, on many important articles of shipment.

The following is a statement of the amount of some of the leading articles sent Eastward from Pittsburgh, by the Pennsylvania Canal, during the years of 1844, 1845, 1846. And 1847, up to 1st August.

Articles	1844	1845	Increase
Tobacco, not manuf. lbs	17,303,414	24,015,513	6,712,099
Wheat, bush	450	4,185	3,735
Flour, barrels	641,477	641,477	
Feathers "	587,778	773,968	186,190
Wool "	2,064,970	2,705,570	636,600
Beeswax "	100,679	164,581	63,902
White lead "		60,250	60,250
Whisky gal.	77,501	112,741	35,241
W. Glass lbs.	3,002	3,794	792
Iron, pigs & castings lbs.	2,845,168	3,955,718	1,110,550
Nails & spikes "		89,070	89,070
Beef and Pork bbl.	263	4,685	4,422
Tobacco lbs.		419,522	419,522
Furniture dol.	250,724	319,931	69,207
No. boats cleared	2,067	2,167	100

The whole amount of increase in 1846, on all tonnage over the former year, was about 3,000,000 of pounds.

The following table will show, upon examination, the increase and decrease of *some of the leading articles* shipped from this city during five months of the present year, as compared with the entire year of 1846. It will be seen that there is a great decrease in those articles paying a high rate of toll, such as Tobacco, Wool, Feathers, Hardware and Cutlery, Furniture, &c.; while in articles of ordinary toll, there has been a great increase, and to the amount of upwards of 3,000,000 of pounds, including *all articles of shipment.*

Beef and Pork is a new article of shipment on our canal, arising from the large demand in foreign markets, the difficulties and dangers attendant upon the navigation of the Gulf of Mexico, and the reduction of toll by the present Board of Canal Commissioners. The large purchases of Mess Pork for the trade alluded to accounts for the decrease in the shipments in bacon—the larger portion of the meat of the West having been put up in pickle.

The season for shipping cheese has not yet arrived and this will account for the small amount set down this year for that article.

Shipment for 1846 and 5 months of 1847.

Articles.	1845	1847, To Aug. 1
Agricultural products not specified, pounds	191,624	744,001
Corn, bush	1,470	67,483
Hemp, lbs	1,287,886	2,951,210
Tobacco—not manuf lbs	24,695,752	9,729,102
Feathers "	410,199	300,037
Wool, "	3,403,181	2,090,096
Gla. ware, "	270,747	116,073
Groceries, "	1,571,889	580,427
Hardware & Cutlery, "	239,953	156,187
Lead—White, "	48,398	4,523
Iron, pigs & castings, "	2,675,341	506,486
Lead, in bars & pigs, "	324,985	187,215
Nails & spikes, "	82,732	34,352
Bacon, "	21,661,236	15,374,584
Beef & Pork, bbl	19,620	40,617
Butter, lbs	809,265	394,165
Cheese, "	675,661	157,044
Flour, bbl	150,412	247,104
Lard oil, lbs	2,929,266	5,202,136
Tallow, "	291,313	10,520
Furniture, "	216,639	68,706
Whiskey, gall	130,332	176,517
Dry Hides, lbs	330,096	227,787
No. of boats cleared,	3,237	2,486

The following is the whole amount of tonnage and tolls received on goods shipped East from Pittsburgh during the year 1846, and for five months in the year 1847:

	Tonnage	Toll
Amount up to first of August, 1847, five months,	122,638,326	$97,097 30
Whole year, 1846,	129,066,020	88,264 41
Excess in 5 months over 1846,	3,792,306	$9,632 89

Three months of the season of navigation and perhaps four, from August to November, have yet to transpire, and we may very safely rely upon 60,000,000 additional tonnage to the business of the year, unless unlooked for accidents occur to interrupt the passage of boats. This would give us an increase of about $40,000 in the tolls of the current year. Are we then correct in saying that business is steadily and largely increasing on our Improvements, and that with proper management they may be made to add very considerably to the revenue of the State?

GEN. PARSIES—It is said that the Ex-President of Mexico took the British steamer at Havana for Vera Cruz. Information of the fact was sent by the same vessel, to have him arrested should he attempt to land.

OFFICE PENNSYLVANIA R. R. COMP'Y.
PHILADELPHIA, Aug. 20, 1847.

To Messrs. Bakewell, Avery, McCandless, Schoenberger, Lyon, Jackson, Moorehead, and Eichbaum, Commissioners Penn'a. Rail Road.

GENTLEMEN.—The Directors of the Pennsylvania Rail Road Company feel sensible of the service you have rendered in superintending the subscription to the stock of the Company, a few weeks since, and doubt not that the interest you take in forwarding this important work, will induce you, when another occasion offers, to undertake the same task, and, I hope, with a success commensurate with your own wishes.

In watching the progress of events, it is evident that the time approaches when a more hearty cooperation on the part of your citizens and public institutions, may be expected, and that we may look with confidence to such a subscription as will enable the Directors to prosecute this great work with redoubled energy.

That you may fully appreciate our position and your own, in relation to the Pennsylvania Rail Road, it is proper to present to you, in a few words, the policy which governs the Board in conducting the work, in order that you may understand how important it is to the interest of both cities that a strong effort should be made by our Western fellow citizens in its behalf.

The Baltimore and Ohio Rail Road Company having resolved to make the terminus of their Road at Wheeling, the Charter of the Connellsville Rail Road Company is now of no avail as a means of junction with that road, and the citizens of Pittsburgh must look to a connection with Philadelphia as the only direct outlet for their growing trade, to the Atlantic.

To insure the passage of the trade of the Ohio, Rail Roads through Pittsburgh, instead of through Wheeling, to Baltimore, they must also look to an early junction by Rail Road, between their city and the State line of Ohio, to join with any road that may be made through the State of Ohio, to meet them at that point.

Many eminent and influential citizens of Pittsburgh hold the opinion that the energies and means of that city should be directed, now, to this junction, leaving the city of Philadelphia to complete the road they have commenced to Pittsburgh and that to effect this object, the subscriptions to the Connellsville Company ought, under the Supplement to that Charter, to be at once applied to that object.

As in the discussions which are likely to ensue this view will be taken by gentlemen who as opinions are entitled to great respect, it is proper that I should endeavor to show that the true policy of Pittsburgh dictates a movement which will bring hope to her doors, at a much earlier period than can be affected by such a course.

The public works of Pennsylvania are avowedly incompetent to carry forward all the trade that the west is able to pour into Pittsburgh even with the present channels of communication. Until therefore another avenue is open to the Atlantic, a railroad along the Banks of the Ohio would not be available and consequently any expenditure upon such a road would at this time be premature.

The citizens of Ohio, where a spirit of public improvement prevails to an unprecedented extent, are looking with intense interest upon the operations of the two rival companies who are about opening avenues of trade for their products to the Atlantic markets.

The efforts of that State have heretofore been confined to the approaches to the Lake, because the New York improvements offered the greatest facilities for reaching a market. But now, in view of a Pennsylvania Improvement, a road is projected, and will certainly be made, traversing the great belt of table lands in an East and West direction, fertile to the last degree, and burthened with cereal products. This road tends towards Pittsburgh, and will, without doubt, reach that point when the connection is complete, and can go to no other with facility.

The road from Cincinnati North is now branching in an Easterly direction, and will soon be under course of construction to Newark.

From that point its projectors will watch with interest to ascertain its nearest connection with the seaboard, and whether the Baltimore road or the Pennsylvania road gives the surest indication of rapid connection thither will that road tend, and hence the motive to all Pennsylvania to exert their utmost energies to complete their road in the shortest possible time.

Let us now look for a moment to see how this is to be effected.

The Pennsylvania Rail Road may be divided into three important sections.

First—From Harrisburgh to the Allegheny Mountains.

Second—The road crossing the Mountains.

Third—From the base of the Mountains to Pittsburgh.

For the first division the Company are now in possession of ample funds, by the liberal subscription of the city of Philadelphia and her citizens. It has, however, no more funds at command than are necessary for that object,—and hence, with but a small exception, (the Western fifteen miles) is obliged to confine its efforts to that object, in order to bring the road into a condition to remunerate the Stockholders at the earliest possible period. This division is now being pressed with vigor,—more than half of the distance will be under contract for construction this year, and the remainder early next summer.

It is the intention, when this division is completed, to connect it for a time with the State Portage road, in order that a continuous line may be available to the Western base of the Mountains, until the Western division is made, and time allowed to make a permanent location across the Allegheny without an inclined plane, the practicability of which is fully ascertained.

As the second division by the temporary aid of the Portage Rail Road, may be postponed to the last, the efforts of the Company will, upon the completion of the first, be directed to the third or Western division, being sure that confidence in the road, when made to that point, will furnish funds requisite to its completion to Pittsburgh.

The nature of the country through which a part of the Western division of the road passes, is adverse to such an improvement, and time must elapse before its asperities can be reduced. About twenty five miles of the country between the Monongahela and the Conemaugh presents obstacles which must be overcome by deep cutting and tunnels, necessarily slow in construction. This division, though shorter by some fifty miles, will require quite as much time in construction as the eastern section, which presents more favorable circumstances.

If therefore we are compelled to postpone the commencement of the western division until the eastern is finished the whole work will require double the time than it would if both divisions were put under construction at the same period.—But if the means are provided to commence the western division as soon as the surveys are complete, the two sections can be made simultaneously and a railroad connection be made between the two cities at least, two years sooner than if the policy is pursued which present circumstances dictate.

The question, therefore, for your citizens to decide is will they expedite by their subscriptions the opening of a continuous railroad between their own market, and the Atlantic, or will they bestow their energies upon a road which cannot be made available to any useful extent for the next five or six years.

I look with confidence to the response. The Pennsylvania road must be pressed with vigor.

To effect this great object and enable the directors to press forward both divisions of the road at the same time, a million of dollars is wanted from the Western counties. That million under the provisions of the ordinance will draw another million from the treasury of the city of Philadelphia—and these two millions shall be exclusively devoted to the western division, which will be urged as fast as the nature of the country will admit.

You ask, if our funds are devoted to the Central Railroad, how shall the connecting link be made between Pittsburgh and the Ohio state line? The answer is plain. The Pennsylvania Railroad have adopted a determinate policy to lease no bonds. This company will complete their road unhampered by debt and when complete it is completed to any enterprise, tending to increase its usefulness or profit, and it will guarantee the funds that may be required for that purpose, as soon as its own position and the condition of the Ohio roads shall make such a connecting link advisable.

The Pennsylvania Railroad company will stand pledged to furnish to you the funds for the river road, so soon as the occasion warrants its construction. Now, we want your hearty, energetic assistance, to place the Pennsylvania road in a position which shall ensure the tendency of the Ohio Central road to such a point as it can through your city connect with it, and pledge ourselves to consummate that connection. Very respectfully,

J. V. MERRICK,
President Pennsylvania Railroad Co.

Correspondence of the Pittsburgh Gazette:

WELLSVILLE, OHIO, August 28, 1847.

In your paper of the 27th inst, under the head of "Rail Road movements," you say, "the Wellsville Patriot says that hands are now at work on some sections of the recent letting of the Pittsburgh and Cleveland Road via Wheeling."

Of late, we of Wellsville have thought the Gazette seemed very careful not to mention any thing about our Railroad that might place it in a favorable light before the Pittsburgh public, and seeing the "via Wheeling" attached to the last notice, rather confirmed us in the opinion we had formed, as we know the hatred Pittsburgh has to any thing that savors of *Wheeling.* I fondly hope, however, that this is an error, and that it will be explained to the satisfaction of your readers.—Though apparently trifling in itself, as a Director of the Road, I look upon its explanation as being of importance, as we are aware that from sectional jealousies and local whims, the Cleveland and Pittsburgh Road has many enemies, and that it has been declared in your city that the construction of our road was more to the benefit of Wheeling than to Pittsburgh, than which a more absurd notion could not be easily conceived.

Among the merchants of Pittsburgh, the great importance and utility of our work is generally understood, and a large number of this class are subscribers to the stock of the Company, but there is another class whose interests lie in another direction, who have been very industrious in plotting for our injury. I am yours very truly.

We hope it has been explained satisfactorily already. We made the correction as soon as the error was discovered. So far from being indifferent to the prosperity of Wellsville, we are rejoiced to hear of her good prospects, and shall be happy to contribute to them in any way in our power.—Our correspondent must remember that there are almost a score of diversified interests connected with Rail Roads, East, West and North. We have sought to give all a hearing, and sincerely wished success to every enterprise calculated to give prosperity to Pittsburgh, Western Pennsylvania and Ohio. We are for whatever Road the Engineers shall pronounce best suited to the greatest welfare of the business people.—EDS. GAZ.

Correspondence of the Pittsburgh Gazette.

CANTON, OHIO, August 27, 1847.

Yesterday the Convention of the friends of the Western Rail Road was held in this place. There were over 100 delegates in attendance representing some 15 or 20 towns and villages. Ex Governor Bartley presided, and several members of Congress were present, two of whom, Hon. F. Lahm of Stark, and Hon. Geo. Fries of Columbiana, addressed the Convention.

The proceedings were of much interest, and occupied over six hours of the day. There seemed to be a determination on the part of a large majority of the Convention to intersect with the Cleveland and Pittsburgh Rail Road at a suitable point East of Canton, as it would afford much better facilities for their trade with the lower river country than any other route, and at the same time give them the most direct and cheapest communication with Pittsburgh and the East.

A survey was completed from Wellsville to Canton, showing the route via Big Yellow Creek to be altogether and highly practicable, no grade exceeding 60 feet to the mile, and even that for a very short distance, and no curvature of less than 1200 feet radius; the cost of construction not to exceed $14,000 per mile for the first class of rail, and the whole distance from Pittsburgh not to exceed 100 miles, and by intersecting the Cleveland and Pittsburgh road about 16 miles from Wellsville, instead of near North Georgetown, the distance would not exceed 95 miles, and that over one of the cheapest routes in the West. The Report of the Engineer, George R. Eichbaum, Esq. was referred to a Committee.

This Convention will result in much good to Ohio. It proved conclusively that the country is ripe for Rail Road facilities for the transportation of their stores of produce, and that it will not be many years until Ohio will be pouring her mines of wealth and commerce into the lap of Pittsburgh.

OHIO.

The Post seeks to extricate Robert Dale Owen's infidelity upon the ground of his *nonage.* This will not avail. He was not a young man when he gave publicity to his creed, and if he had been, we have no evidence whatever that he has abandoned that creed now. Upon the contrary, his late constituents had evidence that he adhered to it,—and it was for this they put their mark upon him. We shall change no issues with the Post. The editors may call us "hypocritical" till their lungs crack, and the Whig party "drunken," "profane," "blasphemous," "men foremost in midnight orgies," "dissolute," "reckless," "men encouraging their fair daughters to forget the delicacy of their sex," &c. &c., All this is but the raving of idiocy or insanity, and will pass before an intelligent public for just what it is worth. It is enough in answer to know that the Post is the apologist and defender of Robert Dale Owen, the author of a worse infidelity and greater immorality than that of the most notorious infidels who drove France to Revolution and Europe to anarchy. With the sentiments of Andrew Jackson Davis and Robert Dale Owen, the Post bids fair to become as Liberal as Tom Paine in its creed, and about as pernicious from the promulgation of its opinions.

The Whigs of Bedford county held a meeting on Thursday last and nominated the following ticket to be supported at the ensuing general election:—

For Assembly—David Rowland and John Mitchell, Esqrs.—*For Commissioner*—Thomas Piper.—*For Auditor*—P. R. Highlands, Esq.—*For Treasurer*—W. S. Chapman.

The people of Bedford have little affection for the present state Executive, since by his veto of the Broad Top Mountain Railroad and Canal Co., he has denied them the privilege of a market for their great mineral resources. It is expected they will show by their votes this fall their appreciation of Locofoco administration and vetoes.

STEAMER ILLINOIS.—The damage sustained by the accident to this boat is found to have been much more than was at first thought. She struck the wreck of a boat at the head of Big Island on the Mississippi, run hard upon it and the sand washing away from beneath she was in danger of breaking in two. In order to lighten the boat about one-half the cargo was thrown overboard.—The boat was considerably injured.

EUCUTAPA.—These Springs, situated in Lewis county, Ky., have been crowded this season. On the 23d of August there were 20 families and 150 persons. The daily arrivals occasionally numbered sixty.

COL. MAY.—This gallant officer passed through Harrisburgh last week, on his way to Carlisle, where he is to establish a school for Cavalry.

CITY NEWS.

CITY COUNCILS.—The resolution authorizing the appropriation of $800 to assist in making the first payment on the lot purchased by the Vigilant Fire Engine Company was concurred in by the Common Council and is now a law.

A resolution levying a tax on carriages, carts, drays, wagons, &c., also passed both branches.

A communication was received from the present City Treasurer, resigning his office from and after the 15th of September. The resignation was accepted, and Friday next, fixed for the meeting of the Councils to elect a person to fill the vacancy.

A good deal of discussion took place in the Common Councils, upon the resolution changing the grade of Fifth street and Virgin Alley. The resolution was laid over for the present.

The Councils adjourned to meet again on Friday evening at 8 o'clock.

ARREST.—A man by the name of Casper Jacobs was arrested on Monday, for throwing an old man, by the name of McGinnis, out upon the street, in front of Stevenson's Hotel, on the corner of the Diamond. A cart loaded with clay, from a cellar excavating in the neighborhood, was just passing the door of the house at the time the old man was tumbled upon the street, and before the boy who was driving, could stop his horse, one of the wheels of the cart passed over the breast of McGinnis. We have not heard whether his bruises are considered dangerous by Physicians.

The Mayor committed Jacobs for a further hearing on Tuesday.

Jacobs says he had no intention of injuring the man by pushing him out of Stevenson's door. The evidence before the Mayor was somewhat conflicting.

ELOPEMENT.—On Sunday last, one of our Police officers arrested a man by the name of Taylor, for the larceny of a trunk, carpet bag, and other goods, the property of Nelson Davis, of Detroit Michigan.

The defendant had eloped from Detroit, with the wife of the prosecutor, and came to this city. For several days back, Mr. Taylor has been engaged in selling patent vices. The carpet bag, trunk, &c., were things used by the lady for conveying her apparel, but really, from marriage contract, or otherwise, the property of Mr. Davis.

Mr. Taylor was held to bail until Monday, by the Mayor, when he was committed to await the requisition of the Governor of Michigan, or be otherwise discharged according to law.

The run-away's wife has not yet been arrested, but we are informed she is in the city, and legal proceedings are about to be instituted against her.

ATHENEUM.—This evening Dr. Colton will give his lecture upon the Nitrous Oxide Gas, and the exhibition of its effects when breathed, at the Athenaeum Musical Hall on Liberty street. It will probably be the most amusing exhibition of the season—being literally a *laughing* illustration of the truth of science. In New York Dr. C's. exhibitions were characterized for propriety and good order—and were patronized by large numbers of ladies as well as gentlemen. At the close a selection of instructive Philosophic experiments will be given.

MR. KENNEDY gave a very interesting exhibition of the Microscope last evening, and will improve upon it to-night. The dissolving colors are beautiful and the microscopic views wonderful.

BURGLARIES.—The station house of the Oakland Omnibus line, in the vicinity of this city, was entered on Thursday night last and robbed of a sum of money. On the same night a house occupied by a German, at Soho run, was broken into and robbed of $150 in gold.

PICKPOCKETS.—A countryman who had been indulging a little too freely in intoxicating drinks on Saturday evening, had his pockets rifled of their contents while reposing in the Market house of Allegheny city. No clue has yet been made to the whereabouts of the thief.

ROW.—In Allegheny city on Saturday, a German named Wells was fined for drunkenness and held to bail in $200 for assault and battery on some colored people. A few such arrests would do much to convince people that stones and bricks cannot be thrown with impunity.

BY MAGNETIC TELEGRAPH.

Correspondence of Pittsburgh Gazette.

FROM CALIFORNIA.

Correspondence of the Pittsburgh Gazette.

CINCINNATI, Aug. 30, 1 P. M.

Gen. Kearney and suit have arrived at the city of St. Louis. They left Monterey, in the Pacific country, on the 31st of June and reached Monterey in Mexico, accompanied by Col. Freemont and others on the 22d of August.

Col. Fremont, is under arrest and ordered to Washington city, as reported some time since.

Col. Mason is left commander-in-chief of all the forces of Monterey in California and there was every indication at the time the party left of a peaceable submission on the part of the people to his authority. The only exceptions arose from Americans located north of Monterey, who are restless under military authority.

A company of 776 Mormons had arrived at San Diego. Many of the party had expired from the severity of the march, severe exposure, and from the conflicts they had with the inhabitants.

Col. Burton had proceeded by sea to take possession lower of California.

Com. Biddle was commanding the squadron which was at Monterey at the time the party left.

Com. Shubrick had gone to the Gulf of California for the purpose of blockading the ports of Guaymas and Mezatlan.

Gen. Kearney's journey was slow and hazardous,—sometimes through embankments of snow twenty-five feet deep. Their route lay across the spurs of the Sierra Novards, Before this they were compelled to swim streams much swollen by melted snow.

Large parties of Indians were met who gave no trouble to Gen. Kearney and his escort.

A great party of Mormons were met on their way to Oregon, but all of them too late season-ably too reach the Columbia river before winter sets in.

Correspondence of the Pittsburgh Gazette.

FROM YUCATAN.

RICHMOND, Aug. 30th 5 P. M.

The New Orleans papers of Monday 23d inst, have been received, excepting the Commercial Times. There is nothing later from the army, although there has been an arrival from Brazos as late as the 17th.

There are no reports of yellow fever given in La Patria.

Late arrivals from Yucatan state that an insurrection had broken out, and that a plot had been discovered, the object of which was to murder all those opposed to the measures of the insurrectionists. It was not discovered, however, until a number of the people of many villages had been massacred. All the white and mulatto men, with their women and children, were murdered in the village of Tepesti.

All party difficulties have been set aside and the Yucatanos are uniting to resist the insurgents.

Correspondence of the Pittsburgh Gazette.

NEW YORK, Aug. 30, 10 P. M.

A fire broke out last night, on the corner of Nassau and Rutselaer streets, which destroyed the buildings on the corner. The building occupied by Jerry W. Bell, printer, was destroyed—no insurance. Applegate's Copper plate printing establishment also burnt. No insurance. An old man and woman in the 4th story were burned to death. Total loss estimated at $20,000.

Correspondence of the Pittsburgh Gazette.

CARLISLE, PA. Aug. 30, 8 P. M.

The Jury, in the case of the Commonwealth vs Professor McClintock, of Dickenson College, indicted for a riot, came in this morning at 10 o'clock, with a verdict of not guilty.

Twelve colored men were convicted of being concerned in the riot and rescue of a fugitive slave from the owner, a gentlemen from the State of Maryland, who lost his life in the affray. They have not yet been sentenced.

Intense interest is felt in the result of these trials by our community.

Correspondence of the Pittsburgh Gazette.

TENNESSEE ELECTION.

CINCINNATI, Aug. 30th 4 P. M.

The Nashville Whig gives us full returns of the late election in that State. The Whigs have one of a majority in the Senate, and none in the House of Representatives.

Correspondence of the Pittsburgh Gazette.

PHILADELPHIA MARKET.

PHILADELPHIA, Aug. 30 10 P. M.

The news by the steamer has unsettled the flour market, and no important sales have been made to-day.—Holders are anxious to make sales, in consequence of the depressing effect of the foreign news.

Every thing in market dull, and sales merely nominal.

Exclusive Correspondence of the Pittsburgh Gazette

NEW YORK MARKET.

Aug. 30, 10 P. M.

The news by the Gandelquier has had a depressing effect upon the market, and every thing is quiet.

Flour—Sales of Western have been made at $5.50 per bbl, and Genesee at $5.75 per bbl.

Corn—Market heavy with sales at 76c per bu.

Oats bring 49c per bu.

Cotton—Market dull.

Provisions—Market firm.

The iron market is also in a healthy condition

The latest letters received from Liverpool by the last steamer quote American Flour Western in bond both at Liverpool and London at 24s25s per bbl.

Corn—Best western at 29s per qr.

Exclusive Correspondence of the Pittsburgh Gazette

BALTIMORE MARKET.

Baltimore, Aug. 29, 8 P. M.

Flour—The foreign news had a depressing effect on the market and we have no sales worth reporting to day.—Howard street brand is held at $5.50 per bbl.

Wheat—Moderate sale of prime White at 103a105 per bu—Prime Red is active to-day at 105a107 per bu.

Corn—Sales of prime White at 68a70c per bu—Limited sales to-day at 29a61c per bu.

Whiskey—Sales at 28c per gal—Dealers awaiting the receipt of their private letters.

Provisions—The market is steady and prices unmoved.

Stocks—The market continues without change.

Cotton—The market is quiet, presenting nothing worth reporting.

CITY MARKETS.

Correspondence of the Pittsburgh Gazette.

CINCINNATI MARKET.

Aug. 30, 9 P. M.

Flour—Sales of 500 bbls Flour to-day at $4,00 per bbl Market heavy; The foreign news had a depressing effect upon the markets.

Grain—The market is without change.

Whiskey—The market is firm, with moderate sales at 17c per gal.

Provisions and Groceries continue without change.

Lard—Sales of 270 bbls prime at 9½a9¾ per lb.

Exclusive Correspondence of the Pittsburgh Gazette.

ST. LOUIS MARKET.

St Louis, Aug. 28.

Flour—Sales at $4,25 per bbl. $4 is freely offered at which rates holders refuse to sell.

Wheat—Moderate sales at 75a83c per bu.

Oats—Sales at 20a24c per bu.

Corn—The article is held at 35c per bu.

Provisions—No change.

Lead—Sales at $3,40a3,45 per 100 lbs.

Tobacco—Market active, with sales of 140 hhds at former rates.

Hemp—There is a good demand in the market with sales of 400 bales at $90a103 per ton.

NEW CALL FOR TROOPS.—The War Department has just called for five new regiments, exclusive of the regiment from Ohio, which is already reported to be raised, and is now in progress of being mustered into public service, and will in a few days be *en route* for Vera Cruz.

The five regiments now called for are to be drawn from the following States: Two regiments from Kentucky, two from Tennessee, and one from Indiana.

The regiments from Kentucky are to rendezvous—one at Louisville, and the other at Smithland, at the mouth of the Cumberland river.

The regiments from Tennessee are to rendezvous—one at Nashville, and the other at Memphis.

The Indiana regiment is to rendezvous at such convenient point on the river Ohio as the governor of that State may designate.

These five regiments are expected to be rapidly raised, and promptly placed in the public service.

GEN. SCOTT'S LETTER AGAIN.—We stated on Thursday, that the letter to M. Fillmore was not genuine. We now learn however, from authority which admits of no question that it is a genuine letter, but was written while Mr. Fillmore was a member of Congress, six years ago, and by him forward to Mayor Varian, of the city of New York.

DIED.

On Monday afternoon, August 30th, MARGARETTA CATHARINE, infant daughter of William and Margaret Forsyth, aged 11½ months. The funeral will take place on Tuesday afternoon at 3 o'clock. The friends of the family are respectfully invited to attend—residence next door to the corner of Townsend and Decatur sts, 6th ward, Pittsburgh.

PROCLAMATION.

WHEREAS in and by act of the General Assembly of Pennsylvania, entitled an act relating to elections of this Commonwealth, it is enjoined on me to give public notice of such elections to be held, and to enumerate in such notice what officers are to be elected: in pursuance thereof, I JOHN FORSYTH, Sheriff of the county of Allegheny, do therefore make known and give this public notice to the electors of said county of Allegheny, that a general election will be held in the said county, on the Second Tuesday of October next, at the several elect on districts therein.

The electors of the First Ward of the city of Pittsburgh, to meet at the house of Mrs Jane Little, at the corner of Ferry and Fourth streets in said ward.

The electors of the Second Ward of the city of Pittsburgh, to meet at the house of William Armstong, corner Third and Smithfield streets, in the said ward.

The electors of the Third Ward of the city of Pittsburgh, to meet at the house of John McMasters, Jr., on Liberty street near Seventh.

The electors of the Fourth Ward of the city of Pittsburgh to meet at the Washington Coffee House corner of Penn and St Clair streets.

The electors of the Fifth Ward of the city of Pittsburgh, to meet at the house of Alexander Stewart, in said ward.

The electors of the Sixth Ward of the city of Pittsburgh, to meet at the confectionary of John Barnett, at the corner of Pennsylvania Avenue and Washington street in said ward.

The electors of the Seventh Ward of the city of Pittsburgh, to meet at the house of Wm Wilson in said ward.

The electors of the Eighth Ward of the city of Pittsburgh, to meet at the house of Conrad Freyvogle, on Pennsylvania Avenue, in said ward.

The electors of the Ninth Ward of the city of Pittsburgh, to meet at the office of Paisley's lumber yard, in said ward.

The electors of the First Ward of the city of Allegheny, to meet at the house of J Woodhouse, on Robinson street.

The electors of the Second Ward of the city of Allegheny, to meet at the house of John Oliver, formerly occupied by John Goening, corner of the Diamond and Ohio st.

The electors of the Third Ward of the city of Allegheny, to meet at the public School House, in said ward, on the east common.

The electors of the Fourth Ward of the city of Allegheny to meet at the house of Mrs Wylie, east common.

The electors of Pitt township to meet at the house of Mrs Nancy Murry, on the Mechanicsburg and Farmer's turnpike road, in said township (except the qualified voters residing in sections Nos 4, 7, and 14 of the city district, who shall vote at all general elections in the Ninth ward of the city of Pittsburgh.

The electors of Peebles township to meet at the house of John Reitler, in the village of East Liberty.

The electors of Wilkins township to meet at the house of Francis Wilson, on the Frankstown road, in said township.

The electors of Plum township to meet at the house of Margaret Little, formerly John Little's in said township.

The electors of Versailles township to meet at the White House, formerly occupied by Thos Neel, on the Pittsburgh and Greensburgh turnpike road, in said township.

The electors of Elizabeth township, including the borough of Elizabeth, to meet at the house formerly occupied by John Walden, in said borough.

The electors of Jefferson township to meet at the house of Jno Suce, formerly occupied by Jas King, in said township.

The electors of Mifflin township to meet at the house of Samuel Wilson, formerly occupied by Jas H Neel in said township.

The electors of Upper St Clair township to meet at the house of Jas Connor in said township.

The electors of Lower St Clair township to meet at the house of E McAnich, formerly occupied by A H Hansbarger, at the end of the Moonnghela Bridge.

The electors of Robinson township to meet at the house of Sarah McFarland, formerly Audley McFarland in said township.

The electors of Findley township to meet at the house of McLelland A Armor, formerly occupied by John Charles, in the village of Clinton, in said township.

The electors of Moon township to meet at the house of Peter Outzen, in said township.

The electors of Ohio township to meet at the house of John Hay, in said township.

The electors of Franklin township to meet at the house formerly occupied by John Shrum in said township.

The electors of the borough of Manchester to meet at the public School House.

The electors of Reserve township to meet at the house of Gotlieb Faber in said township

The electors of Baldwin township to meet at the house of John Cowan in said township.

The electors of Snowden township to meet at the house of Peter Boyer, in said township.

The electors of North Fayette township to meet at the house of H Hays, on the farm of G Y Coulter, in said township.

The electors of South Fayette township to meet at the house now occupied by Francis Jamison at Rogers' Mill, in said township.

The electors of Fine township to meet at the house of Wm Cochran, Esq, in said township.

The electors of West Deer township to meet at the house of Nathan Conley, in said township.

The Electors of East Deer township to meet at the public School House, in the village of Tarentum in said township.

The electors of Indiana township to meet at the house formerly occupied by Samuel Mackey in said township.

The qualified voters of that portion of Indiana township, residing in the following described boundary, shall vote at all general elections in the borough of Sharpsburgh at the election poll, in said borough, viz: beginning at a point on the Allegheny river at the upper line of the farm of Jas Rea, and running a northerly course between the farms of said Ross and John and Francis Beatty, to the N E corner of said Ross's farm, thence running a westerly course to the Ross township line, in such a manner as to embrace all such farms or lots situated in Cunningham's district, and belonging to what are called the river tracks, in the above described boundary.

The electors of the borough of Birmingham to meet at the public School House in said borough.

The electors of the borough of Lawrenceville to meet at the Town House in said borough.

The electors of the borough of Sharpsburgh to meet at the house of Jas Sharp, in said borough.

At which time and places, the qualified electors as aforesaid will elect by ballot—

ONE PERSON for Governor.
ONE PERSON for Canal Commissioner.
ONE PERSON for member of the Senate of Pennsylvania in conjunction with Butler county.
FOUR PERSONS for members of Assembly.
ONE PERSON for County Treasurer.
ONE PERSON for County Commissioner.
ONE PERSON for Auditor.

And by virtue of the 19th section of the act of the 9th of July, 1839, it was enacted that every person, except Justices of the Peace, who shall hold an office or appointment of profit or trust under the Government of the United States, or of this State, or of any city or incorporated district, whether a commissioned officer or otherwise, a subordinate officer or agent, who is or shall be employed under the legislative, judiciary or executive departments of this State or the United States, or any Judge or incorporated district, and also that every member of Congress, and of the State Legislature, and of the Select and Common Councils of any city, or Commissioners of any incorporated district, is by the law incapable of holding or exercising at the same time the office or appointment of Judge, Inspector or Clerk of any election of this Commonwealth, and that any inspector, Judge or other officer of any such election shall not be eligible to any office to be then voted for.

Also, in and by the 4 section of an act approved the 19th of April, 1840, it is enacted, That the 15th section of the act passed July the 26, 1839, entitled an act relating to elections of this Commonwealth shall not be construed as to prevent any militia officer or Borough officer from serving as Judge, Inspector or Clerk, at any General or Special election in this Commonwealth.

And the return Judges of the respective districts aforesaid, are requested to meet at the Court House in the city of Pittsburgh on the Friday after the second Tuesday of October next, then and there to perform those duties required by law.

Given under my hand and seal at Pittsburgh, this 19th day of August, A. D. 1847, and of the Independence of the United States the seventy-first.

JOHN FORSYTH, Sheriff

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