THE PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO

PITTSBURGH:
SATURDAY, MORNING, SEPT. 30, 1848.

PHILADELPHIA NORTH AMERICAN. Advertisements and Subscriptions to the North American and United States Gazette, Philadelphia, received and forwarded from this office.

NEW YORK EXPRESS. We will receive and forward free of expense, advertisements and subscriptions for this paper.

COMMERCIAL LIST AND PHILADELPHIA PRICE CURRENT. Subscriptions to this valuable paper will be received and forwarded from this office.

☞ 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.

☞ ADVERTISERS are earnestly requested to hand in their favors before 5 P. M., and as early in the day as practicable. Advertisements not inserted for a specified time will invariably be charged until ordered out.

FOR LATEST Commercial Intelligence, Domestic, Markets, River News, Imports, Money Markets, &c. see third page.

Democratic Whig Nominations,
FOR PRESIDENT,
ZACHARY TAYLOR,
OF LOUISIANA.
FOR VICE PRESIDENT,
MILLARD FILLMORE,
OF NEW YORK.

ELECTORAL TICKET.
SENATORIAL ELECTORS.
THOMAS M. T. M'KENNAN, of Washington.
JOHN P. SANDERSON, of Lebanon.
DISTRICT ELECTORS.

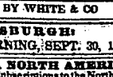
1. Joseph G. Clarkson,	13. Henry Johnson,
2. John P. Wetherill,	14. William Colder, Sr.
3. James M. Davis,	15. William M'Ilvaine,
4. Thos. W. Duffield,	16. Charles W. Fisher,
5. Daniel O. Hitner,	17. Andrew G. Curtin,
6. Joshua Dungan,	18. Thos R. Davidson,
7. John B. Steele,	19. Joseph Markle,
8. John Landes,	20. Daniel Agnew,
9. Joseph Schmucker,	21. Andrew W Loomis,
10. Charles Snyder,	22. Richard Irwin,
11. William G. Hartley,	23. Thomas H Hill,
12. Francis Tyler,	24. Saml A. Purviance.

FOR GOVERNOR,
WILLIAM F. JOHNSTON,
OF ALLEGHENY COUNTY.
FOR CANAL COMMISSIONER,
HENRY MIDDLESWARTH,
OF UNION COUNTY.

Antimasonic and Whig Nominations,
FOR CONGRESS,
MOSES HAMPTON,
OF PITTSBURGH.
FOR ASSEMBLY.
LEWIS C. J. NOBLE, of Indiana.
CHRISTIAN SNIVELY, of Wilkins.
M. SWARTZWELDER, of Pittsburgh.
HENRY LARGE, of Elizabeth.
RECORDER.
HEZEKIAH NIXON, of Lower St. Clair.
REGISTER.
JOHN SCOTT, at Ross.
CLERK OF THE COURTS.
DANIEL MCURDY, of Elizabeth Borough.
WILLIAM BENSON, of Allegheny city.
AUDITOR.
JOHN K. FOSTER, of Baldwin.

"A Little More Grape, Capt. Bragg!"

GREAT MASS MEETING.



"See, the Conquering Hero Comes!"

The friends of TAYLOR, FILLMORE, JOHNSTON, MIDDLESWARTH and the Whig County ticket, will assemble at McFaden's Warehouse, on
SATURDAY NEXT, THE 30th OF SEPTEMBER,
AT SEVEN O'CLOCK, P. M.

The Whigs of Pittsburgh and Allegheny, and all others friendly to the cause, are invited to assemble.

Whigs, turn out! and let us give a strong pull, a long pull, and a pull all together, for our invincible chief, and our State and County ticket.

Addresses will be delivered by JOHN H. WALKER and E. BABBITT, Esqs. of Erie; JOHN J. PEARSON, Esq. of Mercer; A. W. LOOMIS, Esq., and several other distinguished speakers.

The several GLEE CLUBS will be present.

By order of the Executive Committee.
P. A. MADEIRA, Pres't.

MASS MEETING!

The friends of Taylor, Fillmore and Johnston, will hold a Mass Meeting, in SOUTH PITTSBURGH, at the end of the Monongahela Bridge, on Saturday, September 30th, at 7 o'clock, P. M.

Addresses will be delivered by Messrs. Forward, Hampton and Swartzwelder.

The different Glee Clubs of the city are respectfully invited to attend.

A celebrated Brass Band will be in attendance on the occasion.

☞ A meeting of the friends of TAYLOR, FILLMORE and JOHNSTON, will be held at TARENTUM, in the Public School House, on Saturday, Oct. 30, at 2 o'clock, P. M. RALLY, BOYS, RALLY.

Addresses may be expected from Moses Hampton, Esq., Geo. Darsie, and others. By order of the Executive Com.
P. A. MADEIRA, Pres't.

P. S.—Mr. Hampton was prevented by sickness from attending the last meeting, but is extremely anxious to visit his friends in East Deer on next Tuesday.

Taylor, Fillmore, & Johnston Meeting.

The friends of Taylor, Fillmore, and Johnston, and the Tariff of 1842, will meet at Benjamin Barnes's, Franklin township, on Saturday, Oct. 7, at 6 o'clock, P. M.

Addresses may be expected from Hampton, Darsie, and others. By the Committee.

ATTENTION, WHIGS ATTENTION!

FIRST WARD BUENA VISTA CLUB—The Whigs of the First Ward are requested to meet at the Old Court House, this (Saturday) evening, at a quarter before 7 o'clock, precisely, for the purpose of going in a body to the Mass Meeting at M'Faden's warehouse.

The Whig County Executive Committee are desirous that every Whig in the Ward should attend at the hour and place above specified.

A Band of Music will be in attendance.
SAML. ROSEBURG, President.

See next page for Telegraphic News.

ARE YOU ASSESSED!

All persons who are not assessed ten days before the election, are deprived of a vote. Let every Whig voter see to this at once. He can examine the lists put up at the places of election, and ascertain whether his name is down or not. We lose several votes every year in the Wards from this cause, and a friend from the country informs us that the same is the case there.

WHIGS TO THE RESCUE!

The Whigs of Allegheny County have been invited by our indefatigable Executive Committee to attend a Mass Meeting, THIS EVENING, at 7 o'clock, P. M., at McFaden's Warehouse.

Our limited space, to day, precludes our saying all in favor of this movement which we might. Briefly, it is important that the campaign should be commenced in *good earnest!* If all questions of measures, and opinions were out of the way—if Generals Taylor and Cass were of identical political opinions—both Locofocos—it would still be our highest interest and most solemn duty, to use every exertion to secure the election of Taylor.

The election of an *honest* man to the Chief Magistracy, over a dishonest one, is, of itself, a sufficient motive for our utmost exertions. But in addition to General Taylor's unquestioned honesty, we have also the assurance that he *is a good Whig*—with us in sympathies, opinions, and tendencies. Let us rally, then, to our duty, and make such a demonstration as shall give to the tired and faint hearted an assurance of success.

CHARLES F. ADAMS' OPINION OF MR. VAN BUREN. In the year 1844 the present Van Buren candidate for the Vice Presidency, Mr. Charles F. Adams, published a pamphlet on Texas, in which the dangers of the annexation and the consequent extension of slavery were discussed; and in this connexion, Mr. Adams, on page 4, speaks of Mr. Van Buren as follows. We especially commend his remarks to those free soil Whigs, if any there are, who contemplate voting for Van Buren and Adams.

There are many ways in America to arrive at the same result. If one fails, another will be tried. Money, promises, bribes, threats, will be used, bargains will be made, and the end of it will be, that, unless they interfere with a voice of thunder to prevent it, the people of the free States will be sold, and Texas will be bought for the bauble of the Presidency.

Even now there is living on the banks of the Hudson river, an individual, the chief merit of whose political life is to be found in the fact that he as President of the United States, refused to negotiate a treaty like that which John Tyler now proposed. The recollection of that act, at that time, weighs heavily against him and his hopes of again reaching the station which he lost. He has through his friends, bargained away much that the free States deem valuable, the right of petition, the protection of home industry, the freedom of speech, and, indeed, almost every other security to liberty, for the sake of assuring himself of the support of the South ern States. They are not yet satisfied. They required the surrender of all opposition to Texas, and it is to be feared that this also will be sacrificed to them. For instead of meeting half way the generous feelings of four-fifths of the people of the free States, indignant at this secret manœuvre of John Tyler's the Legislature of at least three States friendly to Mr. Van Buren have cooly determined to await in silence the result. We were not disappointed in this result, for we know the calculating policy of that gentleman. The principles of liberty are never safe in the hands of men who make a trade of public affairs. Mr. Van Buren must be judged by his preceeding course, taken as a whole; and let no man delude himself with the belief that he is fixed to anything but his own interest.

We make an apology for occupying our columns, almost exclusively, with the communication of Col. Robinson to the Board of Trade, on the question of a railroad communication with the West. We ask for it that consideration which the importance of the subject and the ability with which it is treated so eminently deserve.

RAILROAD MEETING.

The Association of the Board of Trade met at their rooms, on Thursday the 28th September, to receive a report from the Pennsylvania and Ohio Railroad Company.

Wm. ROBINSON, Jr., Esq., President, pro tem, of the Company, submitted the following

REPORT:

PITTSBURGH, Sept. 28, 1848.

To Thomas Bakewell, Esq., President Board of Trade:

SIR:—The Association over which you have so long and so faithfully presided, exercise a kind of guardianship over the general welfare, commercial interests, and business intercourse of this city, with the various parts of our widly extended country. It is supposed to keep a watchful eye towards all matters having any bearing upon the enlargement of our trade, and to suggest measures of precaution for its security against any encroachments. It is supposed, also, that your Board will investigate, with the keenest scrutiny, every project of a public nature bearing upon these relations, which may from time to time be presented for the consideration of this community, and express your views thereon. You are, therefore, to some extent the exponent of public opinion on all such questions. He would then be a bold man, indeed, who would undertake (or rather who would not utterly despair of success) to carry out any great measure without the co-operation of the Board of Trade—their sanction as to the wisdom of the projected improvement, and their confidence in the capacity and vigor of the parties concerned in conducting its affairs.

These considerations would form in themselves sufficient grounds for inviting the earnest attention, and thorough examination of a subject, involving, as we apprehend, interests of the highest account to this city, and its dependencies, which has been committed to our care and management, and of which the undersigned is temporarily the official organ. Other reasons for calling your attention to the subject at this time will appear in the sequel. The undersigned, therefore, proceeds to a detailed report of the proceedings of the Ohio and Pennsylvania Rail Road Co., from its organization to the present period—an analysis of the merits of the proposed work—its bearing upon the trade and business intercourse of this city, with other parts of the Country, and a view of the general routes of the road, as compared with other lines and routes which have been presented for the consideration of your Board and the public, upon these points, being fairly investigated and candidly considered, will, it is to be hoped not only prevent all distraction of our counsels, but lead to a unanimity of sentiment and action which is so indispensable an element in every great enterprise.

It this narrative we trust your patience will not be wearied, as it shall be our endeavor to be, as brief as the subject and its paramount importance will admit.

The Pennsylvania and Ohio Rail Road Company was chartered by the joint acts of the respective States whose names it bears, at their last session, to construct a rail road from the town of Mansfield, Richland County, to the eastern line of Ohio, within the county of Columbiana, and north of Georgetown, in said county, and thence to this city, with the additional privilege to extend the same to the western line of Ohio. The books were opened by the Commissioners appointed in the act, and the requisite amount of stock subscribed to secure the Charter. Notice was given by the commissioners for holding an election for Directors, which took place on the 15th May; and, upon the election being held, the Stockholders, as authorized, notified the Directors elect to meet at Centaur, on the 1st June to organize the Board. They so met—and, at the suggestion of one of the members—for the reason that the Directors were comparatively strangers to each other—it was determined to organize by the appointment of a President pro tem., until such time as a further acquaintance with each other might enable them to make the most suitable selection of a permanent presiding officer, and ascertain to whom the position would be acceptable. The undersigned was thereupon designated for the discharge of the duties of the Presidency, and Charles T. Sherman, Esq., of Mansfield, one of the Directors, appointed Secretary for the time being.

The Board then proceeded to consider the propriety of employing an Engineer in Chief, and the organization of one party of Engineers to commence the necessary surveys and explorations of the route designated by the charter. These measures were also determined upon, and the President pro tem. authorized to open a correspondence with Solomon W. Roberts, Esq., of Philadelphia, in view of obtaining his services as Chief Engineer. In reply to the invitation, Mr. Roberts stated that before undertaking the heavy responsibilities of such an important work, and to avoid the delay which a correspondence would interpose, and the duties required, and the terms of his service, it would be desirable to have a personal interview with the President of the Company and some of the Directors, and therefore would come to Pittsburgh as soon as his engagements would permit. He reached ed this city on the 9th of July, and finally determined to take charge of the work.

On the 11th of July, we proceeded to Beaver, at which place the subordinate Engineers, appointed by the Board at Canton, were instructed to assemble, and on the next day the surveys were commenced, under instructions from Mr. Roberts, to examine the practicability of a route or routes between Beaver and the sources of Little Beaver, in view of reaching the table lands of Ohio, in that direction. Several summits and routes between those streams were carefully examined, their exact elevation determined, and the general features of the country, as regarded their comparative practicability noted. On reaching the waters of Little Beaver, in the neighborhood of Darlington, the surveying party proceeded in a westerly direction, through a level, open country, presenting no difficulties in the construction of the work near the villages of Palestine, Columbiana, and Washingtonville, and about half a mile south of Salem—thence in a direction a few points south of west, thro' the villages of Damascus and Louisville: thence to Canton and Massillon. Reaching that town, situate on the Ohio Canal, the party was ordered by the Engineer in Chief to return to Beaver, and proceed with their explorations and surveys down the Ohio, to the mouth of Little Beaver, up that stream to New Lisbon, and thence to a point north of Georgetown, as required in the charter, which ultimately brought the two lines into juxta position. They then returned again to the mouth of Little Beaver, to explore the route along the Ohio, and ascertain the distance from the latter to Wellsville.

The Chief Engineer traversing in person all these various routes in advance of the party. The Company engaged in the construction of the Cleveland and Wellsville rail road having engaged to furnish their surveys, elevations, distances and profile of their work to Mr. Roberts, rendered it necessary for our Engineers to proceed farther on their line than Wellsville, as the latter in its direction North, towards Cleveland, comes in contact with our lines, also North of Georgetown they express furnishing every necessary data for a comparative view of the several lines to the points at which they all necessarily unite in progressing West, towards Canton. The Engineers having concluded these preliminary explorations have again taken the field West of Massillon, and are probably by this time at Mansfield.

It will be perceived from the preceeding observations that there are three several points of divergence from the Ohio river—at Big Beaver, Little Beaver via New Lisbon, Wellsville, via Yellow Creek—each zealously contending for the preference. It was well considered by the Board that the settlement of these adverse claims and interests, would devolve upon the Engineer in Chief. The selection of that officer was therefore a subject of anxious solicitude from which we were happily relieved on the acceptance of Mr. Roberts, whose eminent scientific attainments, experience in his profession and character, as a man of integrity, and entire disinterestedness as to mere localities, it is to be hoped if his decision will not give satisfaction to the disappointed, it will produce the fullest conviction of the correctness of his selection or that whatever point of divergence may be determined upon.

In the mean time, the preliminary surveys and explorations towards the Western terminus, will be progressing, and it is expected that by the next meeting of the Board at Massillon, on the 5th of October, they will be completed to Mansfield, and prepared to enter upon the actual location of what ever portion of the route may then be determined upon by the Board. A second party of Engineers having been organized, have commenced the exploration and survey of the line between this and Beaver, which will be prosecuted until completed, and in connection with the surveys from that point.

Having thus given you a narrative of the proceedings of the Board of Directors, and the operations of the Engineers to this period, we proceed as promised in the preliminary remarks, to consider the merits of the proposed work—its bearing upon the trade, and commerce, and increase of our wealth and population.

The line of road in any event, rises upon the table lands of Ohio, in the county of Columbiana, at a more or less Easterly point in that County as the point of divergence from the Ohio river, may be determined upon, whether that point is at Yellow Creek, or Little Beaver, or Big Beaver. From Columbiana, it proceeds in a Westerly course in the same parallel range of counties through Stark to Canton and Massillon—Wayne county to and through Wooster and Richland to Mansfield, and may, under the Charter, be continued through Crawford to Bucyrus, thence to the Cincinnati and Sandusky Railroad, at any point which may be desirable. In its whole extent, it traverses a highly cultivated and populous country, accessible at every point to the country adjacent on either side of the road, presenting (as set forth in the Report of Mr. Roberts, of 26th August, to the Board) "great facilities for the construction of a Railroad at a moderate cost." It passes through what is emphatically the great Wheat region of Ohio—Stark county being at the lastest statistical estimate of the production of that article, the largest Wheat growing county in the United States, with the exception of Monroe, in New York, and Lancaster, Pa.—Wayne county, which is next in productiveness, and Richland, with Tuscarawas, Holmes, Knox, and Delaware, adjoining on the South, and Wyandotte and Crawford on the West, the whole of which will find a means of transportation to market for their productions, through the facilities presented by our road.

It may as well be remarked in this place, all elsewhere in our report, that the Counties here enumerated with others in almost immediate proximity to our line, and we hazard nothing in saying produce more wheat, than all the Counties put together laying South East of the Muskingum and Tuscarawas from Marietta to Steubenville on the Ohio inclusive. Nor are these, the only considerations of importance which the route presents, to the business relations of this city. By no means—we believe there are others, if not of paramount consideration in your eyes, yet of the greatest importance to be considered. We reach through the trading, trafficing locomotive population of the Western Reserve a connection with Lake Erie at Cleveland by the shortest possible line of communication that can be made between Pittsburgh and that city, and present to her in exchange access to us, to the Sea Board to Philadelphia and New York, the shortest route by upwards of seventy miles over any which she now enjoys, or ever can be constructed. We connect at Mansfield with a Rail Road now finished to Sandusky city, and in further progress to Columbus and Cincinnati. A few miles West of Mansfield we strike another from Columbus to Cleveland, now under contract. Farther West, and in the line of our Charter, we penetrate to the great Cincinnati and Sandusky Rail Road, from all of which it cannot be doubted for at least a moiety of the year an entire diversion of the travel would be induced to our line, in order to avoid not only the boisterous, but long closed navigation of the Lake. By these connections we certainly can secure the travel and whatever of transportation may be derived from the Lake cities, during the close of navigation, in ordinary seasons, continuing from November until May, but the difference in distance and time which our road will present at all these points of connection through Pittsburgh to Philadelphia N. Y. and Boston, being not less than 60 to 80 miles in our favor, at all times present such an attraction as will continued the great bulk of travellers seeking the Atlantic.

We might suspend, here, for other argument, as proving too much (a sometimes quite as fatal as proving too little. It will be sufficient for our purpose, however, to state that every rail road now constructed, in progress, or contemplated, with any reasonable prospect of completion, save only the one to which our remarks apply, have a direction from the Ohio River to the Lake, north easterly, or from the Lake in a south easterly direction, as the Sandusky and Mansfield, and Cleveland and Wellsville. Hence, from their commencement at Cincinnati, on the one hand, they lean towards this city more or less. The same may be said of the Sandusky and Mansfield, and the Cleveland and Wellsville, neither of which could be well located in a more favorable direction for our interests. It follows, therefore, that if the arguments have any weight, as to the influence of our road upon the Lake trade, they apply with ten fold more availability and power to all south of the line designated in our charter, they can not escape our attraction. Travel will (and transportation too) take the shortest and speediest route to market, the former at all times, and the latter at some sacrifice of cost.

If we have succeeded to any considerable extent in impressing your minds with the deep convictions we have as to the results and influence of the completion of the Ohio and Pennsylvania Railroad on the future destinies of Pittsburgh, by giving direction to the trade and travel, the conclusions at which you will arrive as to its bearings upon our general prosperity in the increase of wealth and population, are inevitable. At this we may proceed to a comparative view of the claims of one route over other, or rather one other route from this city to the West, which has recently been presented for this consideration of the Board of Trade, and through it brought to the notice of the public.—We refer to the Steubenville and Indiana Railroad Charter, the merits of which were presented to you at your last meeting in an elaborate discourse, reiterated in a memorial, and responded to in a report of your body, to which no exception can be taken. Butas that route was presented to your Board with the avowed object of enlisting the favor of this city in its behalf, and as the unity of public sentiment and action is absolutely indispensable to the success of any projected Railroad to the West, it seems a proper occasion to invoke not only a thorough examination of the merits of that project, but also an examination of the claims of the work with which our Board is connected to your exclusive patronage or otherwise, as a fair investigation of both may result in benefit, by removing forever all doubts as to the direction in which the energies of this community should be applied.

The merits of this route were presented to your Board by the highly respectable delegation from Steubenville, upon the report of Chas. T. Sherman, Esq., Civil Engineer, after survey and examination in part, and in part as he says—simply a reconnaissance, by traveling over the ground. Mr. Whipple was invited to the work by a letter, dated Steubenville, July 5th, 1848, signed James Wilson, Jas. Means, and others, in which they say—Our charter commences at the place—Steubenville, through Mount Vernon. Knox county, to the Indiana State Line, in Mercer county. But at present we propose to confine ourselves to the line east of Mount Vernon, at which place we hope to connect with the Cincinnati and Cleveland Railroad. Mount Vernon, therefore, is the point in their charter to which, as a contemplated terminus, a survey was made in the verbal remarks or memorial presented to your Board. That point being, therefore, a 'fixed fact' in their charter, and 'contemplated terminus,' presents a fair object of comparison with the contemplated terminus in the town of Mansfield and the Lake, in a direct line due north of Mt Vernon, and in adjoining counties Richland and Knox. We will, therefore, proceed to consider the exact distance from Pittsburgh via Steubenville to Mount Vernon, and the same via the route in our charter—Canton, Massillon, and Wooster—and we give the figures of Dr. Whipple, as far as they go for their benefit, and estimate and finish the work from hence to Steubenville. Thus, Dr. W. says it is 49 miles to Frederickville—33 to Coshocton—39 to Mt Vernon—121 miles from Steubenville; and from thence to Pittsburgh we feel persuaded no railroad ever can be constructed short of 50 miles—and we believe this to be under rather than over the mark. If then our estimate to Steubenville is correct, we have the whole distance from Pittsburgh via Steubenville, to Mt. Vernon, 170 miles—with a line of rail road severed in two places—by the Ohio at Steubenville, and by the Monongahela at Brownsville. Adding, as they say in the letter of instruction to Dr. Whipple, the distance to Mansfield, 50 miles, and the distance from Pittsburgh to Philadelphia, and without much difficulty connect their line with the Central Railroad of Pennsylvania, at Johnstown, notwithstanding the fatal obstacles in our apprehension of passing over the three great rivers, staring them in the face. It does appear to our view, that a *continuous, unbroken* rail road, by the route proposed by our Steubenville friends is impracticable in every 'rational view of the subject,' whilst a continuous and unbroken rail road from this city to the great West is in every view indispensable to the security of our future prosperity. We have shown by the figures of Dr Whipple, and our estimate of the rail road distance from Steubenville, the whole to Mount Vernon 170 miles. Now, what is the distance to Mt. Vernon by our route. First—to Massillon, 101—to Wooster, 24—to Mount Vernon, estimated, 43—or 168 miles; and to Mansfield 158 miles, without the obstruction of the Ohio involving a break in the line which 50 miles of road would not compensate in the passenger and transfer of passengers and freight from one side of that mighty river to the other, in ordinary stages of water, and not unfrequently for a day or more at a time entirely impassable. Not less important is the fact, which we derive from one of the most intelligent and experienced captains on the river (Captain Stone) that at the single port of Big Beaver, enough passengers are landed for Pittsburgh to fifteen at Steubenville—showing conclusively that the line occupied by our Company embraces a traveled thoroughfare from one point alone that would give aliment in itself to a rail road, and which, with the whole Western Reserve, would be lost to this product of a road so far south as the Steubenville route.

But, in conclusion, we have shown, as we believe, satisfactorily, that we traverse a country in all respects equal in population and agricultural productions. That by this line we connect with perfect facility, with the Lake at several points, and with the great city of Cincinnati, and her multiplied roads now in the course of construction North-eastwardly. That at every point at which we will thus intersect them, we offer a shorter, safer, and speedier route, not only to Pittsburgh, but through our own State to Philadelphia, New York and Boston. Can there remain a doubt as to the preference which ought to be given to the route?

You are not now to be informed of the gigantic efforts making to divert the whole trade and travel of the North and West of the Mississippi and Tuscarawas to the Lakes, New York and Boston, by the construction of Railroads from Cincinnati to Lake Erie. One of these roads, the Cincinnati and Sandusky, is finished. One is completed to Mansfield, and progressing towards Columbus—another is entirely under contract from, Columbus to Cleveland. Thus, by three several lines are the travel and transportation about to be interrupted and cut off from us. We are informed that the influence of the finished *one* alone is now sensibly felt from the abstraction of travel hitherto accustomed to pass this way. What the effect will be upon our interests, when the other two contemplated avenues are opened in the same direction from us, you can better judge. There, however, lies the danger, and does it not become us to bestir ourselves to counteract the evil in season, by penetrating with such a work as proposed by the Ohio and Pennsylvania Railroad Company, all these projects of our Western neighbors, and instead of an injury to us, convert them to our benefit.

We beg leave, therefore, in view of the whole subject, to invite the active, zealous and hearty co-operation of your Board, not only in giving your countenance and approbation, but by taking such measures as may in your wisdom be deemed most conducive to produce practical aid and assistance in completing this work, which must secure the greatness of this city, and it dependencies for all time to come.

WM. ROBINSON, Jr., Pres't.

Solomon W. Roberts, Esq., of Philadelphia, being introduced, addressed the Board on the merits of the proposed Railroad, incidentally giving an exposition of the various Railroad routes of Ohio, in which Pennsylvania is interested.

Edward Miller, Esq., Assistant Engineer of the Pennsylvania Railroad, then read a statement on the progress and future prosperity of the improvement with which he is connected.

The circular from S. V. Merrick, Esq., President of the Pennsylvania Railroad Company, was submitted and read to the meeting. It will appear on Monday.

On motion of Gen. Moorhead, it was resolved that the proceedings of the meeting be published.

THOS. BAKEWELL, Pres't.
JOHN HARPER, Sec'y.

SUPREME COURT, Sept. 28, 1848.

Reed vs Reed. Error to the Court of Common Pleas of Erie County—Argued by Mr. Galbraith for Plff. in Error and by Mr. Walker for Dft. in Error.

Briggs et al vs Thompson. Error to the Court of Common Pleas of Erie County. Argued by Mr. Babbitt for Plff. in Error and by Mr. Walker for Dft. in Error.

Stafford vs Ames. Error to the Court of Common Pleas of Erie County. Argued by Babbitt for Plff. in Error and by Galbraith for Dft. in Error.

The "Liberty" Party.

The following is an extract from Gov. Seward's speech, recently delivered in Boston:

"The Liberty Party has always had my respect and sympathy, but they never had my vote, for respect and sympathy, urging the two great parties onward to their avowed object; but they lost my respect and sympathy when I saw them sacrificing the principle upon which was their fame—immediate emancipation. And where is their cherished Gospel now? Cast down to almost nothing. Matthew, Mark, Luke, John, and so on to Revelations—nothing remains but a few resolutions prepared for them by the wire working magician of Kinderhook.—(Cheers.) For my own part, neither Mr. Van Buren nor any other statesman who has, throughout his life, opposed the cause of humanity, shall lay out a platform for me. [Great applause.]

"But what has the third party gained by selecting Mr. Van Buren? What does he bring them of such importance that they should forsake their former profession. Does he bring a life devoted to the sacred cause of human freedom? Where is his first breath in its favor, before his last plot, to be found recorded? Does he bring a band of electors? No. The Magician has lost his wand, and the party which once enabled him to accomplish his objects has now left him. It is now Mr. Van Buren alone. He cannot bring the electoral vote of New York, nor can he even conjure up a respectable vote. Three reasons: the first is that most of his old followers deserted him when he espoused the cause of freedom; and the second is, that if they had all adhered the Whigs out number them. (Cheers.) Yes, fairly dividing the State of N. York there is a Whig majority there, and if the Whigs will but avoid false issue the State is theirs.

"What, then, have the third party got? Why, they have sold their principles and gained a candidate! This reminds me of an anecdote told of a Saxon Bishop in the olden time, whose sanctity was great, as he was supposed to possess healing powers. Unfortunately he fell into the hands of the Saracens, and they demanded as his ransom one hundred and fifty pounds of silver, one hundred and fifty cloaks, one hundred and fifty cattle, and one hundred and fifty slaves, which they insisted should be paid at once, as the old man's health was feeble and he might die.

The vast sum was collected by the Saxons, but before it was wholly paid the Bishop breathed his last; yet, unwilling to lose so much wealth, the Saracens dressed his corpse in his sacerdotal robes, and, seating him on a chair, bore him to the Saxon line. The delighted Saxons knelt before their saintly adviser, beseeching his blessing, but lo he was dead! So it is with the third party. After giving one month they have got a candidate, but he is virtually defunct! (Continued cheering.)"

LEFT BEHIND.—The "item" man of the Cincinnati Enquirer tells the following good one:—A friend of ours not a great way from the Henrie House, the two first letters of his name is——, but bore in mind the name. Well, to go on, this friend had been waiting twenty four hours in Sandusky City, in a most impatient humor for the cars on the Railroad to start down. The time for them to move was nearly at hand, and our friend tho't before starting he would indulge in a cigar. He procured one, lit it, and in order not to annoy the other passengers, he went and stood upon the platform of the *hindmost* car, where he quietly puffed away, ruminating in what a short space of time he would be home, and upon the advantages of steam as applied to travelling. Chu—chu—chu—chu, chu, chu, snorted the fiery steed, and away went the train with all the cars but the one on which he was standing; that one had been detached, there not being passengers enough to fill it. He says that he stood perfectly astonished, but did not "let on" to the bystanders that he intended to go, and when he had finished his cigar, walked quietly in the house, muttering that "he didn't care much about going any how," went to bed and slept until he was awakened by the next train twelve hours after. He has sworn off smoking cigars, and has not touched one since; what is more, says he never will.

Local Matters:

REPORTED FOR THE PITTSBURGH DAILY GAZETTE.

LOWER ST. CLAIR AWAKE.—At a meeting of the friends of Taylor, Fillmore, and Johnston, on Saturday, the 23d, at Lorenz, Sterling & Co's., rolling mill, Mr. James Trunick, was called to the chair, and John Smelley and David Phillips, appointed Vice Presidents, and Wm. Perkins, Secretary. After a few remarks by the President, Messrs. Hampton, Fox and Mehegan, Esq'rs. eloquently addressed them, after which on motion, the meeting adjourned to meet on Wednesday, the 27th, to organize for the campaign.

JAMES TRUNICK, Pres.
WM. PERKINS, Sec'ry.

At the adjourned meeting held on Wednesday, they organized by appointing Ephraim Jones, jr. President, and Wm. Perkins, Secretary, and proceeded to organized a Rough and Ready Club; when Ephraim Jones, jr., was elected president, and John Jan P. Ross, Esq. Secretary, for said club when the following named persons were appointed to attend to getting out the full Whig vote in their respective districts, and to act as a Committee of Vigilance on the days of election.

Upper District above Birmingham.

David Chess	O. H. Ormsey
John Dunlap	T Crawford
John W'l Burg	Hiram Harlan
Wm. Stokemyer	John Weber

Middle District from Jones' Ferry to Saw mill Run

Wm. Messick	Wm. M. Grace
B. W. G. Slocum	F. A. McMillan
John McElherron	David Phillips
Wm Lorenz	David Evans
Isaac Riley	John Mertz

Lower District from Saw Mill Run and Steubenville Pike, to Chartier's Creek.

Edward Ingram	James Marlatt
John Walkinshaw	John Hodgson
Thomas Scott	Samuel Hodgson

Saw Mill Run District.

John Smith	Robert Carnahan
George Roberts	Nathan Roxon
Levi Graham	John Carnahan

Temperanceville District

James Turnick	J. R. Holmes
David Robinson	Marcus Bell
E. Harker	Isaac Ewing

Between the Washington and Steubenville Turnpike.

Wm. Silk	Chas. Matters
Wm. Chess	Wm. Silk
John Patterson	David Dunamore
Samuel Lee	John Stacker
James Bell	C. Robinson
John Ubey, jr	

East of Washington Pike.

Wm. Carter	Jesse Pearson
Wm. Chess	Daniel Dougherty
John Patterson	George House
Samuel Lee	Wm Epsy
John Wilson	Wm. Noble.
Thos. Perkins, jr.	Samuel Bell

Coal Hill District.

Wm. Dilworth	Thos. Watson
Robert Finney	A. K. Lewis

After the Committee's were appointed, it was *Resolved*, That from now, unto the evening of the second Tuesday of November, we will spare no honorable extentions to elect our nominees, National, State and County.

Resolved, That the proceedings be published in the Whig papers of the city.

E. JONES, Jr., Pres. R. R. C.
J. P. Ross, Sec'ry.

A NEW WAY OF PAYING OLD DEBTS.—A man was arrested and brought before Alderman Steel yesterday, for tearing a due bill which had been presented to him for payment.—We once knew a merchant, in this city, who knocked a man down for presenting a bill to him, and when the sufferer appealed to a jury for redress, they acquitted the debtor on the ground, as it appeared, that the merchant had been dunned in his own store, and the dunner did not leave when ordered to do so. One of the witnesses who testified in behalf of that merchant, to his general amiability of temper, &c. died in the poor house—a miserable drunkard. The other is still living, but living a drunkards life to die a bloated sot.

The merchant lives and prospers—he made the only atonement in his power, by apologizing for the offence to the injured party.

"Lady Bill," alias, a half witted colored man, who wears female apparel—was arrested by officer, Fox yesterday, as an accomplice in the stealing of seven silk handkerchiefs from the store of Mr. J. T. Whitten on Market street. The two entered the store together and Smith priced a pair of socks while Lady Bill examined calicoes. Having diverted the attention of the Clerk, Smith appropriated the kerchiefs. The constable could not find her.

FINE APPLES.—We were favored by our old and esteemed friend, Ezekiel Harker, of Lower St. Clair Township, with a fine specimen of apples, which were well worthy a prominent place at the fair, had they been presented. The Rambos and Gloria Mundies, were of the larger size and possessed a flavor equal if not superior to any we have ever tasted.

PHILOLOGICAL INSTITUTE.—The regular meetings of the above named Association, have been resumed. The question for discussion on next Saturday evening, is

Resolved, That the nomination of Military Men as candidates for the highest office in the Government, is unworthy of the Christian civilization of the "noon of the nineteenth century," and the election of such would be a retrograde movement towards barbarism, and prove highly prejudicial to the best interests and true glory of the American People.

Philo Hall is open to the public as usual.

If our local friend of the Journal had read the "run off" story, he would not have written his comment. He only *guessed* that the wagon ran away with the horses.

THE FIRST CASE OF BURGLARY, on the docket of Mayor Adams, we are informed, is that referred to in another paragraph. The breaking open of a dwelling house or out building which is part of the same with intent to commit a felony constitutes Burglary. Breaking into and robbing stores is not burglary—but is termed compound larceny.

Blackstone says of burglary—"To constitute this crime, the act must be committed in the night, or when there is not daylight enough to discern a man's face. It must be in a manor house, or in an adjoining building which is part or parcel of the mansion."

So also of Arson. The malicious burning of a dwelling house or contiguous building constitutes the crime of arson, but in Connecticut even the malicious burning of a ship, or vessel, is declared to be arson, if life is thereby either destroyed or endangered.

Many persons are unaware of these legal distinctions, as we were, before our attention was called to the matter.

We have no idea (says the Louisville Public Journal) that many persons calling themselves Whigs will support MARTIN VAN BUREN for the Presidency, but we are thoroughly disgusted to think that any, even one, should do so. It seems a degradation to human nature. All the *true-hearted* Whigs of the non-slaveholding States, no matter how strong their devotion may be to the free soil principle, will, in the language of one of the resolutions of the great Whig meeting in New York prefer standing by "those who have never compromised, never trafficked, never betrayed the free spirit of the North, rather than the noisy new converts to free-soil and free labor, who never ceased to truckle to the South until she had spurned them with contempt from her councils, and refused longer to repay subserviency by offices and honors."

A CURE OF MILK LEG—INTERESTING TO THE LADIES.—Mrs. Caroline, Clay county, Ill., Nov. 4, 1847.—I certify that I have been afflicted for three years with what is commonly called Milk Leg, and after trying many remedies and physicians, without relief. I at length resorted to Dr. SANDS' CELEBRATED PILLS and ALTERATIVE. I took in all two boxes of the Pills and seven bottles of the Alterative. My ankle began to show signs of criticism in two or three days after taking the Alterative, and appeared to get worse for some time. The medicine appeared to throw all the disease to the surface. My fingers at length showed the influence of the medicine to their very ends, but now I believe it has effectually cured me. My ankle has completely healed, and I can walk as well as ever I could. MARY BOND.

For sale at the PEKIN TEA STORE, 70 Fourth st. sep25

☞ USE THE PROPER MEANS.—If you wish to be successful in any undertaking, you must always 'use the proper means.' You have heard, no doubt, of Dr. JAYNE'S EXPECTORANT and be cured, for it is the proper means. Have you Asthma or difficulty of breathing, then the only efficient means at your command is Dr. Jayne's Expectorant, which will immediately overcome the spasm which contracts the diameter of the tubes, and loosens and brings up the mucus which clogs them up, and thus removes every obstruction to free respiration, while at the same time all inflammation