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

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

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

☞ 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.*

☞ Advertisements are earnestly requested to hand in their favors before 8 P. M. and as early in the day as practicable. Advertisements not inserted for a specified time will invariably be charged until ordered out.

See next page for Telegraphic News.

PRESIDENTIAL ELECTION.

THE STATES.

Below we give the results, received by telegraph and otherwise, from the various States—omitting details and figures in all States where the final result is already certain, except in Pennsylvania.—We presume our readers have neither time nor inclination to cypher out uninteligible details of a county here and a township there, in States where enough has been received to decide the result beyond any reasonable doubt. As relates to our own State, our readers have a natural curiosity to see the details, although the final result is well settled. As the official returns come in we shall lay them all before our readers.

PENNSYLVANIA.

MAJORITIES FOR TAYLOR.

Allegheny	3500
Lancaster	5325
Schuylkill	1125
Dauphin	1200
Lebanon	1075
Cumberland	200
Beaver	300
Washington	100
Philadelphia City and County	9,731
Butler	300
Franklin	820
Erie	1376
Adams	800
Bradford	1250
Union	491
Chester	580
Delaware	639
Somerset	1857
Mercer	250

MAJORITIES FOR CASS.

Westmoreland	2000
Clearfield	140
Fayette	460
York	500
Bucks	224
Crawford	500
Armstrong	100
Clarion	880
Lycoming	398
Columbia	1098
Northumberland	575
Carbon	267
Berks	4700
Sullivan	147
Clinton	187
Luzerne	794

PHILADELPHIA, Nov. 9, 1848.

Bradford County, in 17 districts, gives Taylor a majority of 700.

A letter from Butler County, to this paper, gives the majority at 300. Well done Butler!

PHILADELPHIA, Nov. 9, 3 P. M.

Our Especial Express to Pottsville brings the following:

Sullivan	147 maj. for Cass
Clinton	187 do
Luzerne	794 do

and four townships to hear from.

Somerset 1,857 majority for Taylor—four townships to hear from.

SOMERSET, Nov. 9, 1848—3 P. M.

Editor of Gazette—Sir—The returns as far as received, show an increase over Johnston's majority of 205. The townships to hear from may increase their majorities a little but, leaving aside the former rate, Taylor's majority will be 1857.—It is the general opinion of the Whigs, however, that Taylor's majority will not be less that 1875, and may reach 1890 or 96.

PHILADELPHIA, Nov. 10, 1848.

	Taylor.	Cass.	V. Buren
Philadelphia City,	10,535	5,265	509
do. Co.	20,496	16,155	912
	31,151	21,420	1421
	21,420		
	9,731		

OHIO.

We consider it useless to give the voluminous details which have reached us from this State.—The Free Soil Whigs have given it to Cass, by voting for Van Buren. Of this there can be no question.

KENTUCKY.

Taylor's majority in this State will range from eight to twelve thousand. Gallant Kentuck!

VERMONT.

NEW YORK, NOV. 9.

'Taylor will carry this State by the usual Whig majority. Figures, as far as received, show a Taylor majority over Cass and Van Buren.'

CONNECTICUT.

NEW YORK, Nov. 9, 1848.

'Taylor's majority in Connecticut, over Cass and Van Buren, is 3,200.

NEW YORK.

NEW YORK, Nov. 9.

The State has gone for Taylor by a large majority. Whig Congressmen have been elected in nearly every district in the State. The Democrats claim three—the Free Soilers claim one—Hon. Preston King.

NEW YORK, Nov. 9, 2 P. M.

	Taylor.	Cass.	V. B
New York City	28,560	19,610	5,112
	19,610		
	9,250		

Massachusetts, Vermont, Rhode Island, Connecticut, New Jersey, Delaware and Maryland, all gone Taylor.

Maine and New Hampshire have gone for Cass.

MARYLAND.

PHILADELPHIA, Nov. 9.

The majority for Taylor in Maryland is above that given to Clay, in '44.

DELAWARE.

PHILADELPHIA, Nov. 9, 1 P. M.

Taylor's majority in Delaware is 535. The whole State heard from. Gallant little Delaware!

VIRGINIA.

BALTIMORE, Nov. 9, Noon.

Taylor gains handsomely in Virginia, and the State is doubtful.

[We have the vote of several counties, in whole or partially, but they could add nothing to the above statement, and some of them, we think, have been erroneously telegraphed.]

MAINE.

Taylor gains largely, but our latest telegraphic despatches concede it to Cass.

NEW HAMPSHIRE.

Gone for Cass, though by a minority vote. The Legislature which is supply Locofoco, will appoint the electors.

SOUTH CAROLINA.

BALTIMORE, Nov. 9, 4 P. M.

South Carolina has given her vote to Cass and Butler.

GEORGIA.

BALTIMORE, Nov. 9, 4 P. M.

The following returns have been received at Washington:

	Taylor.	Cass.
Bibb		100
Pike		100
Williamson		25
Troup		84
Jones		11
Crawford		32
Cobb		432
Muscogee	474	
Upson	318	
Harris	467	
Baldwin	58	
Washington	56	
Houston	23	
Effingham	83	
Putnam	94	

These returns shows slight losses for Cass, and gains for Taylor.

TENNESSEE.

Taylor in Tennessee gains handsomely on the majority received for Clay in 1844, when he carried the State by 124. Taylor's majority will probably be from three to five thousand.

From the returns received, the following result may be deduced with safety:

	Taylor.		Cass.
Pennsylvania	26	Ohio	23
New York	36	Indiana	12
Maryland	8	Michigan	5
New Jersey	7	New Hampshire	6
Delaware	3	Maine	9
Massachusetts	12	South Carolina	9
Rhode Island	4	Missouri	7
Kentucky	12		
Vermont	6		
Connecticut	6		
Tennessee	13		
	133		71

Necessary to an election, 146.

From the Cleveland Herald.

Cleveland and Columbus Rail Road

IN CONNECTION WITH THE

Pittsburgh and Cincinnati Rail Road.

A new Route—Maximum Grade of 10 feet per Mile—With a branch to Zanesville.

It may be thought early to talk of a second road from Cleveland to Columbus, but it may be well to look a little to the matter. If New England is "being transformed rapidly into one vast depot," we may naturally look for a multiplication here, where so far as tonnage is concerned in giving business, the superior fertility of the land has great advantages over the East. The State of Ohio, in seeking to get a Canal from the Lake to the river, in 1824, abandoned what was a first choice of route on account of a deficiency of water. A second route for similar reasons was given up. Much expense was incurred, great hardships endured in a sickly season, and death of engineers suffered before a final route, the present location, was adopted. The great desideratum for the Canal, was water for the summit—that for the Railroad, is an easy grade.

The territory lying between the Ohio Canal and the Sandusky and Mad River Railroad would have been divided about centrally, had the "Eastern Route," as it was termed, been adopted. For the sake of distinction, the road now advocated, we shall call the Eastern road, and the one now constructing, the Western. The latter is parallel with the Sandusky and Mad River Road, at a distance of 25 to 35 miles east, and the Eastern road would be some 30 miles still further east. The Eastern road would have a larger tributary territory and for other reasons a larger business than the Western. On the question of parallel roads, we remark that from Burlington there are two roads building through Vermont, in the direction of Boston, 20 miles asunder, and on that portion passing through New Hampshire, the distance apart is 40 miles, while the mean distance asunder, the whole length of 240 miles, does not exceed 20 to 25 miles. Between the Hudson and Connecticut rivers there are five or six parallel roads, built and building, in a breadth of 80 miles. So also between Rochester and Syracuse, a distance of 50 miles, a second road is building 10 miles from the first, and immediately on the line of the canal.

The Eastern road now proposed, passes in a direct line from Cleveland through Berea to Black river, in the town of Fenfield, thence ascending that stream to Harrisville summit, thence down the valley of the Killbuck, through Wooster to the Walhonding river, some 6 miles west of Roscoe, thence up that river to Mt. Vernon, thence winding up in a southerly and Westerly direction, (leaving Granville a little to the left) to Columbus.

For more convenience we have given a table of elevation, in feet, of several points, above Lake Erie. The table is made up from Canal surveys and Railroad surveys in 1846.

Harrisville Summit	339
Ridge five miles easterly of Harrisville summit	583
Ridge five miles westerly of Harrisville summit	723
Killbuck, at Wooster	280
do Oxford, 25 miles below Wooster	225
Ohio Canal at Roscoe	187
The Plains Junction of Kilbuck and Walhonding	225
Mount Vernon	416
Pond in Muskingum, at Zanesville	118
Zanesville, Main J Street, about	130
Licking Summit, Ohio Canal	320
Bacon Creek, at Granville	330
Columbus	142
Height of land between Mt. Vernon and Columbus	600
Galleon Summit of Western Road	600
Owl Creek, near its source	705
Head of Big Black Walnut Creek	606
Black Walnut 6 miles from Columbus	230
Alum Creek	206
Mt. Vernon is above Licking Summit	96
Licking Summit is above Columbus	180
Zanesville below Harrisville Summit	209

There is a striking feature in the Harrisville Summit, not only as passing the great dividing ridge between the Lake and the Ohio River at the lowest point, but the pass itself is a deep ravine, the eastern bank within five miles, being nearly 200 feet, and the western, within same distance, nearly 400 feet above the bottom of the ravine.—Some suppose that at a former period the whole country, from the Alleghanies, extending northerly towards Hudson's Bay, was covered with water. In the subsiding of the waters when this dividing ridge became visible, a vessel sailing from the lake basin to the Ohio basin at this point, the top of her mast being 100 feet high, would have been on a level with the Galleon Summit, while she yet had 150 feet depth of water. The Galleon Summit of the western road is 200 feet above Harrisville Summit. After gaining the top of the lake bank, some 120 feet in three miles from Cleveland, we have, bating a slight depression at Rocky River, a rise to the Harrisville Summit of 220 feet 40 miles, or 5½ feet rise per mile. Then passing down the Kilbuck, as far as Oxford village, 42 miles, a descent of 115 feet, or 2 feet 9 inches per mile.—From Oxford to the Walhounding, 12 miles is level. Thence descending the Walhonding 35 miles to Mt. Vernon, a rise of 192 feet, or 5½ feet per mile. Between Mt. Vernon and the lake the route is unusually easy as to grade. From Mt. Vernon to Columbus, is a direct line, is more difficult, as the ground rise 184 feet above the former, and 450 feet above the latter place, making the grade 30 40 feet per mile. Now, instead of going over the hill, we propose to go round it, and not pass a higher elevation than Mt. Vernon.

That this can be done, we infer from the following reasons: The dividing ridge or backbone between the waters of the Muskingum and those of the Scioto, has a high elevation at the north, but declines as it runs south. About the head waters of Owl and Black Walnut Creeks it is about 700 ft. above Lake Erie. On the line of surveys between Mount Vernon and Columbus, it is about 600 ft., while on the Ohio Canal, on the crown of the ridge at that point, is 350 feet above Lake Erie, showing a declination of 250 feet from the line of surveys—between Mount Vernon and Columbus—and the Ohio Canal. Then, if we go from Columbus in an easterly direction towards Granville, some twenty miles, we attain the height of the ridge at about 200 feet above Columbus, or 10 ft. rise per mile.—Then turning north, towards Mt. Vernon, on the *eastern side* or face of the ridge, we have to gain a further rise of only some 60 ft. to reach Mt. Vernon. Take a continued descent from Mt. Vernon south, *may be* obtained, we remark that the Canal Commissioners are casting about to find water to supply the Licking Summit, in their report to the Legislature, in 1824, have the following statement: 'To conduct these waters into the Summit Pond, a feeder of 8 or 9 miles, from Owl Creek to the North Fork of Licking, will be required—the waters of Owl Creek will then mingle with those of the north branch of Licking, and together proceed to Waggoner's Mill Pond, from whence they would be taken, and by a feeder of 7 miles, conducted into the Summit Pond.' The point on Owl Creek, from whence to take the waters of that stream, was in the vicinity of Mount Vernon, and the route for conducting them would cross the Raccon Creek at or near Granville. Other means were for supplying the Licking Summit without resorting to Owl Creek; but it was demonstrated that those waters could be used, and the demonstration equally favors the feasibility for a rail road on a *continued descent* from Mt. Vernon southerly.

The distance between Mt. Vernon and Columbus, on a direct line, being 40 miles, the route now proposed, is about 45 miles; but as we have an ascent of 200 ft., and twenty feet rise being equal to one mile distance, we save ten miles, making the running time between the two places but thirty five miles. We thus establish the proposition of a maximum grade of 10 ft. per mile from Columbus to Cleveland, while seven eighths of the route is much easier. Aside from the depression at Alum, Walnut, and Raccon Creeks, the total ascent is 532 ft. and the descent 389 ft, making a total of 921.—The total ascent and descent on the western road, is 1430 ft. On our proposed eastern road, we have say the following gradients.

20 miles at 10	feet.
77 "	5½ "
67	2½
12	level.

Over a road of such easy grade, the produce of the country beyond Columbus, including much of the valley of the Little Miami, would be brought to *Cleveland* during the period of lake navigation. This is manifest from the relative state of the markets at Cincinnati and Cleveland. The outward tonnage beyond Columbus would be twenty per cent of that coming this side of that point. Which is the most important to Cleveland, overflowing warehouses, or overflowing hotels? With the eastern road, she would assuredly have the former.

The branch to Zanesville would strike off on to the lower part of the Kilbuck, passing Roscoe, crossing the Muskingum at Choshocton, and continue down the left bank. The distance would be about 30 miles, and the remarkable easy grade of the Killbuck continued of 2½ feet per mile. The distance from Cleaveland to Zanesville would be 135 miles. On this easy grade the flour from the latter could be brought over this road. It is now transported by canal 165 miles, at 50 cents per barrel, much of it being reshipped at Dresden. The Albany and Boston road carries flour through at 30 cents per barrel, the distance being 200 miles; and the flour from Zanesville ought to be brought for the same prices over the proposed road.

But we have a further and most powerful argument for our road as being a part or link of the *The Pittsburgh and Cincannati Railroad.*

That a connection between these large cities by railroad will be made, no one can doubt. A route on the east side of the Ohio, is impracticable, not shortening the distance much, if any by the river. It is doubtful whether a route can be found on the west side of the river, except to go so far west as to go round the hills. A route has just been surveyed leading from Pittsburgh west thro' Wooster to Mansfield. From Pittsburgh to Wooster is 122 miles—the maximum grade N Beaver, going west, is forty feet, generally not over 15 feet per mile. The highest summit is 526 feet above the Ohio river at Beaver, or 653 feet above Lake Erie. At Wooster would be the intersection from Cleaveland to Columbus. From Cincinnati to Xenia, 65 miles, is over the Little Miami railroad, thence to Columbus, 51 miles, a railroad is building.

From Cincinnati to Columbus	166 miles
" Columbus to Wooster	122 "
" Wooster to Pittsburgh	122 "
	360

From Cincinnati to Pittsburgh by the river 455

A road connecting Pittsburgh with Cincinnati may be considered, as to the Ohio river, a parallel road; and a road from the latter to St. Louis may be regarded in the same light. We have then the entire length of the Ohio river a parallel rail road. Railroads are made and making on the banks of the Merrimack; the Connecticut from Hartford to the Canada line; the Hudson from New York to Whitehall. Stock is being taken for a road from Mobile to the mouth of the Ohio, which will be parallel to the Mississippi, and its continuance is projected through the interior of Illinois to Galena.—That Railroads running parallel with great steamboat thoroughfares can be sustained, is well nigh demonstrated in the case of the Hudson river road. This road is constructing along the east bank of the river, where there is the best steamboat navigation on the continent, and where 1,500,000 passengers are transported during the season, often at fifty cents from Albany to New York.

The engineer of this Rail road, in his report of May 31, 1848, anticipates an objection that the boats may put down the fare to one shilling to get the travel from the road. His answer is, "on this point I am of the opinion the Rail road will do handsome business even though the Steam boats run for nothing." Hence this road is being pushed forward with the greatest energy, several thousand men being at work, notwithstanding its cost will about $50000 a mile. The argument for a parallel road on the Hudson will generally apply on the Lakes and rivers of the West. When the Ohio is low a steamboat in five or six days going from Cincinnati to Pittsburgh. With a road between these cities and from the latter to Philadelphia, two persons leaving Cincinnati at the same time one by Rail road the other by steamboat, the first will be in Philadelphia as soon as the other will have arrived at Wheeling. What say Cincinnatians to this! A writer in a late Philadelphia paper, speaking of the road building from Phaila. to Pittsburgh and that it will be complete within 70 miles of the latter place, by the end of 1849, says, "still the imperative necessity of an immediate extension *pari passu* of the road westward, to intersect the rail roads from Cincinnati to the Lakes, is most manifest."

Another argument for our eastern road is, that it opens into an extensive coal region on and near the Walhonding. This will give access to the cities of Columbus and Cincinnati, and all the intermediate country, at all seasons to this invaluable mineral. Coal at the present time, in Cincinnati, is worth from 14 to 15 cents a bushel on account of low water in the Ohio,—usually it is from 10 to 12 cents. This coal region is nearer to Cincinnat than any other.

We remark that the water power on and near the eastern road is many fold greater than on the western road.

In the construction of the eastern road we enlist a large interest, for we command directly the aid of the cities of Pittsburgh and Cincinnati.

The line of our road would occupy nearly the same ground from Cleveland to Black river, as the line of the western road; and this company is moreover authorized to make a branch to Wooster.

A. P.

The American Colonization Society in need of Funds.

COLONIZATION ROOMS,
WASHINGTON, November 1, 1848.

The peculiar condition in which we find ourselves now placed induces us to make an earnest appeal to all our friends, and to a benevolent public generaly, for assistance.

Our last annual report closed with the following paragraph: "$12,500 is the lowest possible estimate of the means indispensable to meet our present engagements. To prosecute vigorously and with advantage our operations during the year upon which we now enter, and not incur a heavy debt, will therefore require at least $50,000."

The first of the above sums was based upon the fact that we were then $9,500 in debt, and had engaged to send 310 emigrants to Liberia. The last, upon the probability that many others would want to go, and ought to be sent.

Since that time we have actually sent 443 emigrants to Liberia, and have received applications to send from Baltimore 95 more, and from New Orleans 472! If we had the meas to dispatch these 567 now waiting for a passage, it would make the number sent within the year 1,010.

It therefore appears that the estimate which we made at the beginning of the year was much too low. Allowing $50 to pay for the transportation and support six months in Liberia of each emigrant, it would acquire $50,500 for this single item.—The estimate of $50,000, therefore, does not cover simply the transportation and support of emigrants, leaving out of view entirely the other expenses of the Society in this country and in Liberia.

Let us now look a moment at our receipts thus far. Ten months of the year are now past. The total amount of our receipts is $30,601,98. This is much below the proportion of the estimate $50,000. Unless, therefore, our receipts are greatly increased during the remaining two months, we shall at the close of the year fall short of that estimate, which itself falls immensely short of our real demands.

The relative condition of our treasury now is better than it was at the beginning of the year, that is to say, we then estimated that $42,500 would pay the liabilities of the Society then due, and the expenses of 310 emigrants. We have paid those debts, sent our 443 emigrants, and our liabilities are now $9,543.32, which is only a fraction above what they were at the beginning of the year while our receipts are $11,595,02 below the estimate $42,500!

This, we think, is sufficient to show that the affairs of the Society have, during the year thus far, been carried on with some energy and great economy. Our friends, who have contributed to our funds, may therefore feel assured that their gifts have not been wasted or squandered in vain experiments.

We come now to the burden of this appeal.—From various sources we had been assured that money would be raised sufficient to transport all the emigrants who should desire to go to Liberia. On this basis we encouraged the spirit of emigration, and requested all who are anxious on the subject to apply to us. The consequence is, that after having sent this year 443, there are now 567 waiting for a passage. We are under pledges to furnish them one. They are all anxious to be off, many of them impatient. They are needed in Liberia. They ought not to be detained in this country.

But we have not got the means to send them.—Unless, therefore, our friends come immediately to our help, what can we do? The present debts of the Society must be met. Allow $50 to pay the expenses of each of the 567 emigrants, and it makes $28,350. Where shall this amount be obtained?

Of these persons, 152 are free; of whom, 8 reside in Connecticut; 6 in New York; 1 in this city; 9 in Virginia; 18 in South Carolina; 27 in Indiana; 39 in Alabama; 23 in Tennessee; 2 in Ohio; and 9 in Illinois.

How easy it would be for a few individuals in each of those States to assume the responsibility of sending the emigrants from their own State!

The remaining 415 are slaves, the freedom of most of whom depends upon their emigration to Liberia.

Here is a field for the exercise of benevolence and philanthropy upon the largest scale.

Great and important as this work is, we cannot go forward in it without means. We therefore present this statement of the case to our friends and the public generally, praying them to come at once, in their greatest liberality to our assistance.

Whatever funds are contributed, or can be raised, should be sent to us immediately, in order to secure the desired result.

In behalf of the Society

W. McLAIN, Secretary.

P. S. Papers friendly to the cause will please copy.

Arrival of the Steamship Washington.

The steamship Washington, Capt. Crabtree, arrived at New York on Sunday night. She left Southhampton on the 21st ultimo, before the arrival of the London train, and consequently brings no later advices than the British steamer which sailed from Liverpool on the same day.

She brings one hundred and five passengers and a large amount of freight. Among the passengers are Jno. Glenn, Jr., Mrs. H. L. Glenn, and Miss Mary Glenn, of Baltimore.

The rumor of a fresh insurrection in Berlin, appears to be confirmed by an article in the London standard, of the evening of the 20th ultimo.

All Germany, north and south is in the agony of a terrible and bloody revolution, and Europe on the verge of general war, and awful convulsion of every element of society.

On the evening of the 12th, a public dinner was given at Bremen, to Captain Paulding, of the U. S. frigate St. Lawrence, and his officers in their honor, at which a large company sat down, composed of the officers of the St. Lawrence, the American seacaptains in port, the commander of the steamer Washington, the Senators and officers of the Bremen government, and the principal merchants of the city, numbering, in all, 300 persons.

The dinner was worthy of those who gave it, and was magnificently served. The best of humor and good feeling prevailed on this occasion.

In Hamburg, 2,500 cases of cholera have been reported—1,000 having proved fatal, 1000 recovered, and the rest were under medical treatment.

LOUIS PHILIPPE'S PROPERTY—RUPTURE BETWEEN HIM AND GUIZOT.—Mr. Gaillardet, late editor of the N. Y. Courrier des Etats Unis, in writing to that journal from Paris, thus speaks of the late King of the French and his family:

"If certain letters may be credited, the ex-royal family suffers under the pressure of a poverty which seems to be unquestionable, after the report of M. Berryer to the committee of finance; on the proposition of M. Favre relative to the confiscation of the private property belonging to the house of Orleans. The report is against the confiscation, and recommends that the domain be continued under sequestration, its revenues being applied to the payment of the numerous creditors. It proposes that the personal effects of the Princes be restored to them, and that an annual allowance be provided for them until the liquidation, to which they have all consented, be complete. It seems that since 24th of February the entire revenue from the family domain has been only 1,700,000 francs. The debts amount to 70,000,000, and if the effects, which are estimated not to exceed 50,000,000 in value, were sold, the proceeds would scarcely be sufficient to pay the creditors. Such is the actual situation of that colossal fortune which the ex-King was said to have amassed.

"The pinching poverty of the ex-royal family is made more painful, it is said, by indulgence in perpetual recriminations, which have brought about a total rupture between the King and his former Minister, M. Guizot. The latter has suffered also the withdrawal of other attachments, the ingratitude of which has effected him more deeply than the loss of his sovereign's favor. In a letter to one of his friends he says that since the 24th of February he has not had a single line, in token of remembrance, from M. Genie, his quondam confiental secretary."

A DRUNKARD'S SOLILOQUY.—"It would be a comfortable thing if I knowed just where I was bound for. Up street's got mixed with down street, and there's no such thing as cross street at all. The moon's cross-eyed, and keeps winkin' and blinkin' as if she had her eyes full of Macaboy. Now, what am I to do? If I stand still there's a very pleasant chance of going to sleep standing. If I goes to stir, hang me if I know which way I am travellin'."

BY MAGNETIC TELEGRAPH.

LATER.

Correspondence of the Pittsburgh Gazette.

PHILADELPHIA, Nov. 9—8 P. M.

In New York, the Whigs have every Congressman in the State, except *one*—Hon. Preston King, who is claimed by the Freesoilers.

In New Jersey, the Whigs have elected *four* Congressmen, and the Democrats *one.*

From Georgia, we have returns from 16 counties—Taylor gains 800 over last Congress vote when the total Democratic majority was 257.

We have nothing definite from Virginia or North Carolina.

The South Carolina Legislature stood, on the vote for Presidential Electors—Cass 120—Taylor 25.

LATEST.

PHILADELPHIA, Nov. 9, 10 P. M.

New Orleans.....1091 maj. for Taylor.

The State of Maine has gone for Cass by plurality.

Walden Hunker is elected to Congress in the 21st District of New York.

PHILADELPHIA, Nov. 9, 10 P. M.

Despatches from the Macon Journal, dated 8th, say Georgia is safe for Taylor.

Ohio City.

The following letter has been handed to us for publication. It is from a gentleman of Boston, well acquainted with the location and advantages of Ohio city. It will doubtless interest many of our readers:

BOSTON, Oct. 7th, 1848.

DEAR SIR:—When I last met you in the West, you desired me to communicate my views and impressions of the Mississippi Valley to you, on my return home. And you particularly desired my views in regard to the importance of Ohio city—a town recently sprung into existence at the junction of the two great rivers—the Mississippi and Ohio.

In my present communication, I propose to confine my remarks to the importance of the mouth of the Ohio; and in subsequent letters, I will give you in detail, my general impressions in regard to the other striking features of the great West.

My first sensation on reaching the junction of the Ohio and Mississippi, was utter astonishment to see the confluence of the two mightiest rivers in the world, bringing together navigable waters of 6,500 miles in extent, almost wholly unimproved: it seems incredible that cities numbering hundreds of thousands should have been built up in this country, while the most central point in the very heart of the fertile valley of the Mississippi, with a navigation of over 6,500 miles centreing at it—bringing the trade of eleven of the richest states in the union together at this point; and carrying the commerce to supply directly more than 5,000,000 of inhabitants should have remined nearly in a state of nature. There was great physical obstacles to prevent the growth of a city, at the mouth of the Ohio, then it would be a different thing; but there is at least upon the Missouri side of the present site of Ohio City, as good ground above the reach of the highest floods as could be desired for a great town; and the country for more than a hundred miles back of it is rich in agricultural and mineral products, as the most favored part of the great valley of the West.

Besides the great extent of navigation centering at this point, you are aware that plans are on foot for constructing railroads, from Chicago, Charleston, Mobile, and Independence, all to terminate at this point. From the favorable disposition, manifest by the last Congress, there can be little or no doubt, but that at the ensuing session, large grants of public land will be made for the construction of most, if not all these roads. When completed, and they are certain to be in a very few years, this railroad will be a point 2000 miles apart, in addition to the 6500 miles of river trade now in existence. There are 1206 steamboats and 4000 keel boats now employed in this trade, carrying an aggregate annual tonnage of 10,252,160. The value of this tonnage is $432,651,240, nearly double the value of the whole foreign commerce of the United States.

The character of the navigation changes near the confluence of the Mississippi and Ohio, which render it impossible for the larger class of boats trading from below to run any considerable portion of the year above the mouth of the Ohio. This will lead to the establishment of separate lines to run on the lower Mississippi, the Ohio, and the upper Mississippi, to intersect at the mouth of the Ohio. It only requires the necessary facilities for storing and trans-shipping to concentrate the immense trade of the great Valley of the Mississippi at the mouth of the Ohio.

In view of these facts, I regard the junction of the Ohio and Mississippi as the most important inland point upon the American continent. That a great city must, by the force of circumstances, alone spring into existence at this point, no one can doubt who has visited it. And that the present site of Ohio City from various considerations, must be the point, I think is equally certain. As this point is never obstructed with ice, and as the connection with the Gulf is open at all seasons, it renders it the most proper and desirable location for the western armory.

But we have not got the means to send them.—The present site selected for the armory is shut up a part of the year with ice and low water, and the Government must be aware that it is of the utmost importance to have the armory at a point accessible at all seasons of the year. In fact, this point is the proper one for a general depot of all United States stores to supply the interior. This should be made by the General Government the general head quarters from which they could distribute, at all times, without delay or hindrance, men, and the munitions of war, to any part of the Union where they might be required.

Truly yours.

BLOODY TRAGEDY IN ARKANSAS.—A dreadful affray took place in Yellville, Marion county, Arkansas, on the 19th ultimo, in which three men were killed and several wounded. The Batesville Eagle of the 17th furnishes the following account of it.

The town of Yellville, in Marion county, was on last Monday week the scene of one of the most frightful and disgraceful rencontres that we have yet known. The affair would present that for many years there has been waged between the *Tutts* and their friends, on the one part, and the *Everetts* and their friends on the other, a most deadly feud. The war between the Montagues and Capulets did not begin to equal it. It seems that a man named *Mooney*, who belongs to the Everett wing, was badly beaten some three or four weeks place, and that the Everetts and Mooney got up a kind of agreementaining themselves by which they and the adherents formed themselves into a regulating party, and declared that the Kings, Shelt, Williams, and Hampton Tutt must leave the county. On Monday they all met in Yellville. Hampton Tutt has a store there, and was prudent enough to keep out of the way. He knew that a row would be raised, and that they would, if possible, kill him. J. Turner, Esq. spoke there that day, and after the speaking, the two parties, armed to the teeth, had some words and draw up in battle array, but the matter was compromised and no outbreak took place. Towards evening, and when the people had pretty generally left for home, the fight commenced. A man by the name of Wilkins, of the Everett party, shot down Jack King. At the same time, Sim Everett fired at Sinclair and missed him. Sinclair returned the shot, mortally wounding Everett. King's brother was shot at by Bartlett Everett, the ball grazing his shoulder; he, in turn, shot Bartlett Everett dead in his tracks. After Sim. Everett was shot, he gathered a rock and pursued Sinclair; but finding King, who had been shot in the beginning of the fight, he turned on him and mashed his skull in a shocking manner, and expired while in the act. King lived until morning. Wilkins was badly beaten. He was taken into custody, but made his escape that night. It is to be hoped that the people of Marion will unite in putting down these deeds of blood. We fear, however, that the matter is not at an end.

ATROCIOUS.—The *Commercio del Plata*, of Monevideo, gives the following revolting account of the execution of an Irish priest and a young woman whom he had seduced:

"A priest named Gutierrez, ex-curate of the parish of Socorros, in Buenos Ayres, seduced a young girl of twenty-two, named Camilla O'Gorman, the daughter of respectable parents, and fled with her in disguise to the province of Corrientes, where they remained engaged in teaching school until discovered and denounced by an Irish priest named Dawson. Gutierrez was immediately conducted, together with the young girl, from Goya to Rosario, in a vessel bound to Rio, and after remaining there for a few days, exposed to all the malice and calumny and insult, were brought before Rosas, and both condemned to death.

"During the interval Camilla was ancient, and unwilling to postpone her execution one short month, it was ordered that the child should be baptized, and the order was accomplished by butchery, in a spirit of mockery, holy water down the mother's throat.

"As they were being taken, with their eyes bandaged, to the place of execution, Gutierrez asked who was walking at his side, and Camilla replied: 'It is I—my child has been christened, and I am now content to die. Do not grieve for me.'

So great was the horror felt at the atrocious sentence, that even the soldiers at Santos Lugares, accustomed as they were to scenes of butchery, recoiled as the order to fire upon the victims was given. One of the executioners fainted, and another, while aiming at Camilla, turned aside his head. They were obliged to fire three discharges before the act was fully consummated. At the first fire Camilla was untouched, at the second she was only slightly wounded, and at the third she fell.

"What must have been the feelings of the father of the wretched girl, and the Irish priest Gannon, the former of whom had informed Rosas of his daughter's flight immediately on its discovery, and had procured a search to be instituted for the fugitives.

"Camilla O'Gorman, who, had she lived, would now have accomplished her twenty-third year, was an excellent pianist and singer. The execution took place on Friday, August 18th, at 10 P. M. and the bodies of the lovers were placed in a box made for the purpose."

VILLAINOUS.—The telegraph posts on this side of Bedford, for the space of half a mile, were cut down, on Wednesday night, and the wire chopped to pieces. This is the third time in as many nights. This is a malicious villainy which ought to be severely punished.

CINCINNATI AND PITTSBURGH.—The article we give to-day, from the Cleveland Herald, in relation to a Railroad from Pittsburgh to Cincinnati, is of much importance, and ought to be of great interest to our citizens.

Local Matters.

REPORTED FOR THE PITTSBURGH DAILY GAZETTE.

COURT OF QUARTER SESSIONS.—The jury, yesterday, in the case of Com'th. vs. Davis and Terry, acquitted Davis, and convicted Terry.

The case next taken up was that of Com'th. vs. Andrew Simms and George Robinson, charged with stealing a watch from Norton, now a prisoner in jail, awaiting sentence. The watch was alleged to have been taken from Norton's cell by Simms, and by him given to Robinson.—All the material witnesses are now in jail, or out on bail, awaiting sentence for offences. The jury acquitted both the accused.

John Jones, Wm. Jones, Jas. Irwin and John Nelson, a miserable, sickly looking set of mere boys charged with rape, were discharged by proclamation—the jury having ignored indictment.

The case of Com'th. vs. Michael O'Shea, an old offender, now indicted for stealing caps from Henry Pratt and Wm. Higinbotham, of Allegheny city, was next tried. O'Shea was acquitted on the charge of stealing a cap from Pratt—convicted of stealing two from Higinbotham.

The next case was that of Com'th. vs. Henry Gutsman and F. Kraus, indicted for assault and battery on Leonard Smith. The parties were all Dutch, the witnesses of the same class, and the witnesses seemed to be unable to understand the hard words used by the Attorneys. The case was not concluded when the Court adjourned.

PHILO HALL.—The performance of Kneass' Opera Troupe at Philo Hall, last night, was a display of musical talent rarely to be met with. Mr. Kneass is an old favorite here, and he brings with him a strength of musical talent that must secure him popular favor wherever he goes. They perform at the Hall again this evening and to-morrow evening. See advertisement.

ASSAULT AND BATTERY CASES occupy too much of the time of our Criminal Court. They should be decided before a Mayor's Court, and the parties be compelled to pay all the costs, in all cases. Justice would be as well served—the people would save expense, and the number of suits would be diminished.

A fracus, amounting almost to a riot, occurred yesterday, on Wood, near Second street, owing to an attempt on the part of some cronies of a drunken fellow to prevent officer Wallace from taking him to the Mayor's cells.

Mary Delany was informed against yesterday, for keeping a disorderly house. Officer Hague brought her before Alderman Steele. She procured bail.

Allegheny Cemetery.

To the Editors of the Pittsburgh Gazette:

In reply to "Downright," allow me to say that his wishes relative to a receiving vault will, without delay, be attended to.

The Managers did contract for the erection of one within the limits of the city, but their wishes were frustrated by an apprehension, upon the part of the Trustees of the First Presbyterian Church, that in periods of epidemic it might be deleterious to the health of those residing in the neighborhood.

I concur with your correspondent in his views of expensive funerals, and so far as the managers can, they will endeavor to correct the evil.

ALLAQUIPPA.

☞ USE THE PROPER MEANS.—If you wish to be successful in any undertaking, you must always use the proper means. Therefore, if you have a cough, use JAYNE'S EXPECTORANT and be cured, for it is the proper means. Have you Asthma or difficulty of breathing, then the only efficient means to cure you is to use Jayne's Expectorant, which will immediately relax 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 the free respiration, while at the same time all inflammation is subdued, and a cure is certain to be effected. Have you Bronchitis, Spitting of Blood, Pleurisy, or in fact any Pulmonary Affection, then use Jayne's Expectorant and relief is certain, and you will find that you have used the proper means.

For sale at Pittsburgh at the Pekin Tea Store, 72 4th street near Wood.

COUGHS AND COLDS.—The frequent changes in the weather at this season of the year, invariably bring along with them coughs and colds, which by timely attention are easily cured by simple remedies. SELLERS' IMPERIAL COUGH SYRUP has proved in use for the last 12 years, and has gained more reputation for the cure of coughs (not requiring active med