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

See next page for Telegraphic News.

A WESTERN RAILROAD.

In another column we give the statement, read by SOLOMON W. ROBERTS, Esq., at the Railroad Meeting, on Friday evening, which contains, in a condensed form, all the information which is probably necessary to enable our readers to make up their minds in relation to that route. We commend it to the careful attention of every one who feels an interest in the future progress of Pittsburgh to wealth and greatness.

Our readers have learned from our yesterday's paper, that the Pennsylvania and Ohio Railroad Company, is now completely organized, by the election of WM. ROBINSON, Jr. Esq., as permanent President of the Company, he having heretofore held that relation *pro tem.* From the well-known energy, ability, and perseverance of Col. ROBINSON, our citizens have a sure guaranty that nothing will be left undone necessary to urge to a speedy commencement and early completion, the great and noble work he has undertaken. If any thing can add to Col. Robinson's high financial and business character in this community, it will be assured on the day he has the proud satisfaction of starting a Locomotive, from Pittsburgh, for the immense markets of the great and growing West and North West, which will then be opened up to us.

Our readers have also learned, that the Board have sanctioned the choice of route, by their able Engineer, which we announced some weeks since, which leaves the Ohio river at Beaver, and penetrates at once to the table lands of Ohio, near Salem, so that they have resolved to locate and prepare for contract, forty miles of the route immediately. This shows that the Directors are in earnest—that depending on the hearty cooperation of the people of these cities, and of those who reside near the route, they have resolved, like brave men, *to go to work,*—and there is no reason to fear that they will be fully sustained and entirely successful in the undertaking.

The forty miles will overcome all the real difficulties of the route. The remainder will be easy and cheap; and if the people of Stark, Wayne and Richland counties, subscribe a liberal amount of stock, the route will be located and put under contract to Mansfield by the close of the next year which, when completed, will give us a Railroad connection with the Lakes and with Cincinnati, and will open up to us a business and a market not exceeded by any Railroad in the whole Union.

Truly, a bright day of great prosperity, is dawning upon Pittsburgh.

THE ERIE RAILROAD.

The *Tribune* says that this great work—gigantic in its extent, and national in its character and results, despite the almost insurmountable physical objects which opposed it, will certainly unite the Hudson with the valley of the Susquehannah on the 1st of Jan. 1849. The editor of that paper has been on a tour along the whole line of the road, from near the summit of the ridge which divides the waters of the Delaware from those of the Susquehannah, some 25 miles east of Binghampton, down to the eastern terminus on the Hudson, at Pierpont. From Binghampton to Port Jarvis, a distance of about 130 miles, the grading, bridging, masonry work, &c., are all complete save