

Arrival of the Acadia.

The steamship ACADIA arrived at Boston at 2 1/2 past 12 o'clock, A. M. on the 19th, bringing advices from London to the 3d and Liverpool to the 4th inst.

The news is deeply interesting and highly important.

The warlike tone of American journals respecting the claims of the United States to the whole of the Oregon Territory had aroused the British press and the Government. The former had come out boldly, and declared that Great Britain could not and must not, under any circumstances, relinquish her rights in this territory, while the latter, in the shape of Cabinet Councils, had, instead of opening the ports, as was expected, for the admission of foreign grain, been very active, according to report, in preparing for war.

The Great Western arrived at Liverpool on the 21st ult. and the intelligence which she conveyed, with the opinions of the American people on the Oregon question, caused quite a panic. The news by the Caledonia was regarded as of a more pacific complexion.

The President's Message was looked for with the greatest anxiety. It was argued that upon the sentiments entertained in this document depended the chances of war or peace between Great Britain and the United States.

Cabinet Councils have been frequent and the ministers are sorely embarrassed. Their hesitancy and delay in regard to opening the ports give great advantage to their opponents, and it would not be strange if the next steamer should bring news of the accession of a Whig Ministry.

Lord John Russell has come out in favor of a repeal of the Corn Laws, and Lord Morpeth has joined the League.

Parliament would not meet until the 16th inst. The failure of the potato crop in Ireland, the rapid decay of potatoes in that country, and the threatened famine there, were subjects which alarmed not only Ireland, but England.

The European Times, alluding to the letters of Lord John Russell and Lord Morpeth says: "The sensation which Lord John Russell's letter has excited, is proportioned to the station of the writer, to the important interests at stake, and to the new combination of parties which it involves."

His Lordship has long been known as the advocate of a fixed duty on corn; the Whig budget of 1841 fixed the duty as high as 8s per quarter; but the intervening years have witnessed a considerable declension from this figure on the part of Lord John Russell, and now, selecting the present moment of scarcity and apprehension, he repudiates all duty whatever, and goes as far in his condemnation of the present Corn Law as Cobden himself, or the most enthusiastic leaguer.

As a stroke of policy, this movement of the Whig leader is admirable, and as it would appear, has been followed, without concert, by Lord Morpeth, who had not only declared for total repeal, but has joined the league.

The Oregon Question.—On this question we quote from the European Times as follows: "The news from the western shores of the Atlantic recently, has excited more than ordinary interest. The 'Great Western,' on her last trip, brought home a document which creates nearly as much amazement as if a shell had been unexpectedly thrown, with hostile intent, into a friendly citadel."

The number of the Washington Union which claimed the whole of Oregon for the United States, and repudiated all negotiation on the subject, was scanned with painful feelings—was presumed to speak the sentiments of President Polk, and to foreshadow the tone of the forthcoming Message. The effect was such as we have described it. War and all its odious horrors stared every one in the face. There appeared to be no escape from it—no loophole left by which an honorable exit could be made.

The Caledonia arrived on Friday, with intelligence a week in advance of the Great Western, and the nature of her despatches had an emollient effect on the national pulse, which now beats again with comparative coolness.

It is painful to speak of warlike preparations in the same breath that we refer to a misunderstanding to a friendly country, as it savors somewhat of the Milesian mode of settling a controversy with uplifted shillalah. But the fuss and pother—the activity and incessant energy which prevail in the English dock-yards, the surveying of the coast and the steam navy,—all indicate a "black cloud" somewhere; it may be in the West or in the South, but the "powers that be" seem to be firmly impressed with a belief that events are transparent enough to make this active and outlay necessary. Captain Austin visited Liverpool, last week, by order of the Admiralty to gauge the capacity of the first class steamers as regards the carrying of heavy metal. The British and North American, the West Indian, and other vessels have undergone similar inspections. *Cæciliæ* "Coming events cast their shadows before," and our prayer is, that all this horrible making ready for the worst may prove superfluous, and that the "events" whatever they are, in which they have their origin, may "come like shadows, so depart."

A NEW RAILWAY WHISTLE.—Mr. McConnell, formerly of Liverpool, now superintendent of the engine department on the Bristol and Birmingham Railway, has tried an experiment with a new whistle invented by Mr. Banfield, organ builder, Birmingham. It consists of airtight tubes, which, by means of a handle, can be made to emit varied sounds so as to be understood by the engine drivers.



Saturday, December 27, 1845.

V. E. PALMER, Esq., at his Real Estate and Coal Office, corner of 3d and Chestnut Streets, Philadelphia, is authorized to act as Agent, for subscription or advertising. Also, at his office No. 180 Nassau Street, New York.

And S. E. Corner of Baltimore and Calvert sts., Baltimore.

A few loads of pine and dry hickory wood are wanted on subscription, at this office. Grain of all kinds will also be received.

A few 20 lb kegs of printing ink can be had at this office, at Philadelphia prices, for cash.

Our acknowledgments are due to the Hon. James Pollock, for documents.

See first page for an interesting story of the "Little Flower Girl" and a sketch of the great rail road to the Pacific.

On our first page, our readers will find a short, but interesting sketch of the debate on the Oregon question, in the U. S. Senate, between Gen. Cass, Mr. Mangum and Mr. Allen. Gen. Cass's views appear quite warlike, but there are rumors, which we believe are true, that since this debate, the British government has offered a new proposition, and that negotiations have again been renewed. We trust the final result will be a speedy and an amicable adjustment of the question. A war would certainly be a terrible calamity to both countries. We could never bring ourselves to believe, that two such enlightened nations would engage in it except from dire necessity.

SUNBURY AND ERIE RAIL ROAD.—We refer our readers to an able article from the Warren Advocate, on the propriety of the completion of this important work, and its great advantages over every other route. The idea of giving to a company, a charter to make a rail road parallel with our canal and public works, is so supremely ridiculous, that we cannot imagine that the Legislature will ever afford the least countenance to the project. The friends of the Juniata route are aware of this insurmountable—this more than Allegheny obstacle in their way, and are endeavoring to create an impression, that it would not injure the canal trade. Had not our people the example of the Reading Rail Road, which has almost swallowed up the Schuylkill canal, they might give the subject some slight degree of consideration.

SNOW.—We had another slight fall of snow on Wednesday last. The sleighing is as fine and as abundant as ever. The ice on the Susquehanna is about twelve inches thick, and is crossed daily by sleighs and loaded sleds with perfect safety.

The Commissioners and Auditors have been engaged for several weeks past, in settling the affairs of the county. There is a vast amount of business—probably twice as much as there was 15 years ago.

SUNBURY AND ERIE RAIL ROAD CONVENTION.—A meeting was held at Warren, on the 3d inst., for the purpose of taking into consideration the commencement of the road, and the appointment of delegates to a convention, to be held at Harrisburg, for that purpose, on the 2d Monday of January, 1846.

THE DANVILLE RAIL ROAD COMPANY.—The books for the subscription to the stock of this company, will be opened at Brady's Hotel, Danville, on the 1st of January.

A MILITARY CONVENTION will meet at Harrisburg on the 20th of January next. The object of the convention, we presume, is the re-organization of the militia laws and the laws in relation to volunteers. If the Oregon question is not soon amicably settled, there may be a re-organization by the government not quite so pleasant to some of our peace soldiers.

STATE TREASURY.—The fiscal year which ended on the 4th of Nov. last, exhibits a balance in the Treasury of \$356,617.78. The amount of interest due in February, will be about \$300,000. There is due from the several counties of the Commonwealth for taxes assessed, \$573,000. Since that period a considerable sum has been received. Besides the large sums due from Philadelphia, Lancaster and Northampton counties, together with what will be brought from the northern counties, by the meeting of the Legislature, will be enough if not more than is necessary. The Treasurer says, 5 per cent interest will be charged on all taxes unpaid after the 1st of January, 1846.

READING.—This town is growing very rapidly, and bids fair to become the largest inland town in the state, excepting Pittsburg, which can hardly be called an inland town. The last Reading Gazette contains a handsome cut of their new court house, and also one of the old court house. The new court house is a splendid building. The cost was \$68,000. In 1843 there were 98 buildings erected. In 1844 the number erected was 120, and in 1845 the number is 184. Among these are two churches—one Baptist and one Roman Catholic.

COMPLIMENTARY.—The London Standard, speaking of a speech recently delivered by Daniel Webster, says, "he is beyond question the foremost man of any country or any age."

The great talents of Mr. Webster are, we believe, universally acknowledged. No one who has observed his ample forehead and expansive brow, will fail to recognize in him a man of no ordinary stamp.

His boundless intellect, emanating from one of the noblest heads that ever graced the human form, will command attention and respect wherever he is heard. We are no admirers of Mr. Webster's politics, but we feel proud that a man of such gigantic powers of mind is our countryman and an American.

TEXAS.—The annexation resolutions passed by the Senate on Monday last, by a vote of 31 to 13. Mr. Levy offered a resolution for the annexation of Cuba, with the consent of Spain.

The annexation resolutions were signed by the President on the 23d. Texas is therefore a State of this Union. Gen. Darnell set off immediately with the documents. The Legislature will be convened in about 30 days after his arrival home. The new U. S. Senators will, probably, be able to be here before the 1st of March. General's Houston and Rusk, it is supposed will be the Senators.

THE CABINET.—There are rumors that Mr. Walker will be appointed to the Judgeship, that Mr. Buchanan will take the Treasury department, and that Mr. Calhoun will succeed Mr. Buchanan. These are, however, doubtful rumors, in which we place but little confidence.

SMALL POX.—This disease is raging to a considerable extent in Philadelphia. Vaccination is recommended by the Physicians. About two thirds of sixty persons who were re-vaccinated took the virus, showing that re-vaccination is necessary in many cases.

The Rev. Mr. Tustin, has been re-elected chaplain to the U. S. Senate.

The Rev. Mr. Milburn, a blind preacher from the West, has been elected Chaplain to Congress by the House.

Gen. W. Woodward.—The President has nominated Judge Woodward, of Wilkesbarre, to the vacant Judgeship on the Supreme Bench. Judge Woodward is a gentleman of fine talents and irreproachable character. He was the caucus nominee for U. S. Senator, in opposition to Gen. Cameron. As they were both personal and political friends, we feel pleased to see them thus elevated. The appointment of Judge Woodward, we think, will give general satisfaction.

BISHOP POTTER.—We understand that Bishop Potter broke his leg by slipping on the ice, in Broad street, Philadelphia.

Albert J. Tirrel, the murderer of Miss Beckford at Boston, has been arrested at New Orleans.

NEW COUNTERFEITS.—Fank of Middletown, Middletown, Pa.—5s, letter A; in the genuine the curl of the "M" in Middletown touches the marginal line—in the counterfeit it is one eighth of an inch from it.

Bank of Delaware, Wilmington, Del.—5s, spurious. Vignette, train of cars, &c. Harris & Sealy, engravers, New York.

Lancaster Bank, Lancaster, Pa.—10s, spurious. Vignette, Minerva. Harris & Sealy, engravers.

FOURTH OF MARCH CONVENTION.—The Democrats of Lycoming county, met at Williamsport on the 25th ult. and appointed Gen. Wm. F. PACKER, as Senatorial, GEORGE CRANE, as Representative Delegate to the fourth of March Convention, with instructions to support Wm. B. FONTE, for Canal Commissioner.

TEMPERANCE CONVENTION.—The State Temperance Convention meets at Harrisburg, on Wednesday, the 28th of January, proximo, at which it is thought there will be a large attendance of Delegates from the various societies throughout the State.

SPEED.—The President's Message was expressed from Wheeling to Cincinnati, a distance of 250 miles, in 15 hours, 45 minutes.

THE MAGNETIC TELEGRAPH.—The progress of the various lines of Telegraph is now slow but steady. The New York Tribune says on the route between New York and Philadelphia they have succeeded in laying a wire in a lead pipe across the river, and its fellow will be put down in a day or two. The line will be completed to Semersville (70 miles) by Tuesday or Wednesday, when some experiments will be made of transmitting intelligence between the two points. The route between Baltimore and Philadelphia has just been contracted for, to be finished by the middle of February; and the posts on the Boston line are erected nearly to Springfield. The communication with Boston will be completed in two months. The line between Buffalo and Lockport has been some time in operation, and yields a clear profit of 3 1/2 per cent per annum. The tension of the wire has been particularly tested by an accident at Buffalo. A tree fell across the wire and bent it down to the earth, without breaking. When the tree was removed, the wire returned to its proper shape again.

A CLOSE HIT.—Rev. Mr. Dew, of the Gospel Banner, gives very quiet thrusts occasionally. Here is one that tells: "A Mason or an Odd Fellow is bound to render assistance to his brother in need, in any part of the world—why is it not so among Christians? But let a Christian go from this State to New Orleans, and be taken sick and needy, and make himself known to the churches, as a Christian. Who would come to his aid on that account?"

WILLIS, in his letters from the Continent of Europe, thus describes the Kursaal, a celebrated and fashionable gambling palace, at the Homberg Baths, near Frankfort. The Landgrave, or Sovereign of Hesse Homberg is the proprietor. The lessees of this celebrated watering place are a couple of Frenchmen, who have erected the Kursaal, and who are enabled by their gains from the gaming table to support this splendid establishment without any charge to visitors.

"As there is a Kursaal, or public house of the same kind in all the different watering places of the country, a particular description of the Kursaal at Homberg will perhaps be worth while. I will finish my account of one day at this place, by describing my evening at the Kursaal.

A carriage avenue, that forms a crescent around an area of greensward, sculptured vases, stone seats and the other belongings of the frontage to a palace, led me from the principal street of Homberg to a handsome portico, filled with servants in livery. One of these took my cloak, and I walked into the marble vestibule of the grand mansion of Prince Nothing-to-pay. Before me opened a central saloon, with a floor of teaslated and polished wood, and a ceiling brilliantly painted. The side walls were of scagliola and gilding, and the ends were occupied with the marble columns that support galleries, and back'd beneath the galleries, with immense mirrors and crimson divans. Queen Victoria lifts her royal eyelids in no handsomer room. Two or three couples lounged upon the silk cushions; and a lady or two, and their makers agreeable paced up and down beneath the bright lamps, but the crowd was farther on. I turned to the left into a drawing-room, furnished for lounging, and thence into the extreme apartment of the suite—a beautiful saloon, devoted to *Rouge et Noir*.

Here were perhaps fifty or sixty people. The large table in the centre, covered with gold and bank notes toward the middle, and marked, on the two ends, with the figures and diagrams of the game, was surrounded with chairs, occupied by ladies and gentlemen, while, behind them stood, three deep, the players and lookers on. The four croupiers, or directors of the game, were seated on higher chairs, near the money, and, with long rakes, they drew in the gold and silver staked upon the losing spots, or shoved about, to the winners, the pieces they had won. At one corner of the table sat a lady of perhaps sixty, who had evidently been beautiful, but who, though very elegantly dressed, was toothless and tremulous-handed. She was a woman of rank, who had been a *dame d'honneur* to the Empress Louisa, and is said to have been beloved by Napoleon. At this table she sits from breakfast to dinner, and from dinner till midnight, gambling during two-thirds of her waking hours. A little beyond her sat the little Spanish Countess, whom I mentioned in my last letter, the soft peltry of her monstache giving a nervous twitch whenever the fatal rake drew in her money, but, between the stakes, she gossiped gaily with her admirers. Next to one of the croupiers stood the player upon whom most of the attention of those present was concentrated—an erect, phlegmatic looking man in black gloves, before whom, on the table, lay a half a peck of gold pieces. He played by hand-sful. He would lot three or four stakes go by, then suddenly seize as much gold as he could clutch, and throw it on a number. If it won, he never even looked at the croupier, who counted it to give him the double of it. If he lost, he was quite as indifferent while it was hauled away. He seemed well known as a desperate player, and anecdotes of him were circulating freely around. I dare not mention the enormous sum he is said to have lost; but here, and at another watering place, he has repeatedly "broken the bank"—that is, won all he could stake for the day. Of course, in the end, he is sure to lose proportionately.

The most rigid and frigid of the virtuous will come to look on at these gambling scenes; and to me it was very interesting to watch the beginners—young ladies especially, who threw down a florin or two 'for fun.' The flushed spot in the cheek, while their little pocket-money was at stake, was more burning than comes up for any other game they are likely to play; and there is doubtless a most enslaving and diabolical intensity in this passion beyond that of all others. I could easily fancy how the faded court-dame of Napoleon's time, with her beauty gone her life a burthen, should fly from colder comfort to mix once more with the world, in a game where her stake was equal interest with that of the youngest and fairest. She is one of those volumes of the human library, probably, which the angels, who read us, find curious as well as sad.

There are always, at a gaming-table, some players who have gone into deep calculations of the chances, and come to play with what they think to be a certainty of winning. These men are easily distinguished by the *harrowed meanness of expression* which the intensity of this passion gives to the countenance; and my observation, here, confirms what I have always thought, that the habit which makes the most repulsive impress on the human face is unremitting excitement about money. We cannot throw off the heart's shadow from the faces we draw a curtain from a window; and, probably, most men can remember, after a period of unusual anxiety about money, a constraint in the face like a mask, that had been stiffening over it unawares, and of which the soul within suddenly expressed its horror.

There are other sins preached at as of more imminent peril, than avarice, to salvation; but, as well as I can judge by people's looks which way they are going, the money-sinners seem to

me by far the most legibly labelled. If a man could remember "what manner of man he is," after seeing himself in a mirror, it would have been worth an angel's while to hold a glass before two, at least, of the gamblers sitting at this table.

Turning to the left, out of the saloon devoted to *rouge et noir*, I entered another drawing-room, and beyond this, again, was a beautiful saloon, occupied by the *roulette-table*. Here, as at the other game, were forty or fifty players and lookers on, long-handled rakes busily drawing away the money from the intoxicated, and every body who was engaged at the game looking flushed and uncomfortable. Half the players, at least, were ladies; and a tall Scotch woman was attracting notice by a remarkable run of good luck. After one more successful effort, she scraped the heap of silver into her bag and wisely left off in time. Two or three old men were playing here, and among them was a celebrated French physician, who (it was said) had been obliged to leave Paris, for the keeping of a secret he had discovered through a *clairvoyant*. He was an ill-looking old fellow, of seventy, with a plump little wife, of twenty-five."

Correspondence of the Public Ledger.

Washington, Dec. 21, 1845. I attended to-day the Church of the Rev. Mr. Sprole, on 43 street, and listened to one of the most impressive and eloquent sermons from that gentleman, which it has been my pleasure to hear delivered. The President of the United States, Mr. Webster, Cal. Benton, and several members of the House of Representatives, were present. Mr. Sprole is urged by many members of the Senate for the Chairmanship of that body, now filled by the Rev. Mr. Tustin; but I understand he is making no personal effort to insure success. The probability, therefore, is, that Mr. Tustin will be re-elected, as he appears to be quite popular with the majority of the Senate.

The character of the news from Europe by the Acadia, is the topic of no little discussion and speculation here to-day among the members of Congress and others. It is considered in many respects exceedingly important. The temporary war panic in England or the Oregon question, the effect produced in France, the decline in cotton, the fall in flour, the depression in the money market, &c., were not generally anticipated in this country; and the still further effect to be produced when the decided character of the President's Message, in reference to the difficulties between the two countries, shall be known in England, will be looked forward to with much interest, if not anxiety. There are good grounds for believing, however, that the rumor which has been prevalent for some days, that the negotiations on the Oregon question have been re-opened between Mr. Packenham and Mr. Buchanan are well grounded, and there is also some reason to hope that an amicable arrangement between the two countries may yet be accomplished.

I cannot learn, after inquiry in a quarter entitled to no little consideration, that there is any foundation for the rumor that Mr. Webster desires a seat upon the bench of the Supreme Court, or that any reorganization of the Cabinet is contemplated. Such rumors are often put into circulation for sinister purposes, sometimes with a view to create a want of confidence in the stability of the views and measures of the administration, and are not unfrequently the result even of idle street conversations and speculations, having not the shadow of a foundation to sustain them.

Hon. John C. Calhoun arrived here yesterday, and has taken apartments at the St. Charles hotel, just opened at the corner of Third street and Pennsylvania Avenue. His health appears to have greatly improved since he left Washington in March last. He will take his seat in the Senate to-morrow. Very friendly relations, I am assured, exist between the President and Mr. Calhoun, but there is no foundation so far as I can ascertain, for the rumor that Mr. C. is again to be placed at the head of the State Department, or assume any other position than that to which he has been elected by the Legislature of South Carolina.

Editors have been made to induce the rejection by the Senate of some of the prominent appointments to Collectorships of ports east of Washington, but unless charges shall be made of serious character against the integrity and capacity of the nominees, I think there will be a disposition to sustain these nominations of the President. The nature of the hostility to the gentlemen referred to, has been stated to me, but I do not think it would be prudent, or serve any good purpose at this time to go into particulars. The President may have been deceived in some instances, and the senate will no doubt act with caution and discretion, but they will give little heed to idle rumors and declamations.

The District Court, Judge Crawford presiding, was engaged yesterday in the examination of witnesses for the defence, in the case of the United States vs. Caleb J. McNulty, late Clerk of the House of Representatives. A strong effort was made to establish the integrity and general good character of the defendant, but the testimony, I am informed, was not of a very decided character. The case will not probably be completed before the close of the present week.

The weather has been excessively cold here for some days and the ever-flying dust of Pennsylvania Avenue is quite as annoying as before the paving of that magnificent street was completed from the Treasury Building to Coleman's Hotel. The appropriation, made at the last session of Congress, as you are probably aware, has been found insufficient to complete the work, but an additional appropriation will undoubtedly be provided at the present session.

Dr. White, of Oregon, it is said, is authorized by the temporary legislature of Oregon, to apply for permission to occupy a seat in Congress, as the Delegate from that Territory.

At a recent meeting held at Lewistown a preamble and resolutions were passed in favor of the proposed line of railway from Philadelphia by the Juniata route to Pittsburg. The singular inconsistency between the argument in the former and the assertion in the latter, deserve notice. In the preamble the following discourse is held, viz: "It is true a few of our citizens in some parts of the State have expressed an opinion that the railroad might have the effect to take from the canal a portion of trade now passing on it. This is a contingency, which, if true, we feel would be a serious objection to the road and might in the opinion of some, outweigh what all must admit are its great and manifold benefits. We however do not admit for a moment that any such consequence would follow from its construction, but on the contrary believe it will have an effect directly the reverse."

The third resolution reads thus:—"Resolved, that the measure so earnestly pressed on our last Legislature, of granting to the Baltimore and Ohio Rail Road Company the right of way through our State improvements; would be suicidal to our interest, and ought not be granted under any consideration or circumstance."

Here is presented a beautiful code of reasoning. A company road commencing at Pittsburg and running along side of, and parallel to the State canal, its whole length, will not take from it any portion of its business; yet, to permit the Baltimore and Ohio Railroad to touch the Ohio at the same point where the State canal does, although passing along no part of the same route, is a measure fraught with most desirous injury to our State improvements and suicidal to our interests! It is said resolutions prepared by the same Lewistown author, using similar reasoning were lately passed by a meeting held at the Philadelphia Exchange. And since Dr. Joseph B. Ard can get Philadelphians to adopt and certify such absurdities, we are not surprised that his Lewistown fellow citizens look upon him as a wonderful man, and are led to indulge the hope that by his magic power he may not only induce the same Philadelphia gentlemen to embark with their millions of funds, in the extravagant undertaking of overcoming the insurmountable physical obstructions in the way of their proposed road, but change the natural operations of the laws of trade, so that, although the Baltimore and Ohio railroad, having the same terminus merely with the State canal, would strip it of business and be suicidal to the State interests upon it; theirs, running along side of it from one end to the other, would have an effect directly the contrary and even obtain a charter for the purpose. And lest another quarter of a century may be spent and millions of money uselessly squandered in the effort to destroy the usefulness of the works so imprudently carried into that part of the State, as such extravagant expense by the Commonwealth, and without effecting in the end anything of additional advantage to the public interests, we think the Legislature ought to pause long, before granting a charter to a company for a railroad on that route.—The reasons are numerous and cogent.

1. The State has yet a debt of \$4,000,000, for the works she has constructed, (of which the line of canal and rail road on that route is a principal part) and cannot afford to lose their use and profits, or let them go down until it is paid, for the sake of building up a Company, or even the city of Philadelphia or smaller towns.

2. It is preposterous to suppose that a company would ask the privilege of making a railroad there, unless they expected to do a large amount of the business which would otherwise fall upon the canal. If the B. & O. railroad would, by touching at Pittsburg, be ruinous to the canal, this would be doubly so; taking as much from it there as that would, and then passing along its whole line and picking up the way passengers and freight which now form a large portion of its business, and must continue with all its increasing importance to be carried on it unless recklessly thrown into the hands of a company.

3. If the State line of improvements are insufficient for the carrying business between Pittsburg and Philadelphia, or if any portion of those important points would not fall upon the State canal and railway, it can be better accommodated and passed from one point to the other, in our opinion, (based upon a comparison of the reports of the Engineers on the respective routes,) in less time, at less expense, with much greater comfort to passengers and less risk of life and loss of property, by another route, viz: that contemplated by the Pittsburg & Susquehanna and the Sunbury and Erie Railroad Companies.

4. It is said that the great carrying business between the east and west is continually and rapidly increasing, and that there are also great internal resources to be developed along the Juniata which will largely add to the tonnage on the route—Be it so. The canal needs it all, or at least to 4 or 5 times what it now does—its present income not exceeding one fifth of the interest on the debt, and the balance having to be collected by taxation from the people.

5. A Railroad is not necessary to the development of the internal resources of that part of the State and would have very little if any tendency to increase the value of the surrounding country through which it would pass, the canal producing as many or more favorable influences in those respects than it could or would. In the increase of population or the value of taxable property, the State would therefore realize no