

circulating medium. *Provided also*, That the said company shall not construct or cause to be constructed any lateral railroad having for its object a connexion with the Ohio river below the city of Pittsburgh, nor connect with railroad which shall connect with the Ohio river above the mouth of the Great Kanawha, without the consent of Pennsylvania.

Section 3. That full right and privilege is hereby reserved to this commonwealth to the Franklin Railroad company or any company or companies which now are or may hereafter be incorporated by the legislature of this commonwealth to connect with and intersect the said railroad by any other railroad or railroads, canal or canals, or other works, at any point or points either in the said commonwealth or in the states of Maryland or Virginia, and the acceptance of this act by the said Baltimore and Ohio Railroad company shall be deemed and taken as the assent of the said company to such connection and intersection. *Provided* That that the said Baltimore and Ohio Railroad company shall not be entitled to any of the privileges or enjoy any of the benefits conferred by this act until the state of Maryland shall by law extend the rights and privileges granted by the sixth section of the act of the state of Maryland passed April first, one thousand eight hundred and thirty-six, entitled "An act to amend an act entitled 'An act to incorporate the Susquehanna and Patapsco Canal company, passed December session, one thousand eight hundred and twenty-five, to the state of Pennsylvania, as such person or persons or company as may be appointed by the state of Pennsylvania, so as to give the said state of Pennsylvania, person or persons or company like powers and privileges or are conferred by the said sixth section of the act to construct, use, control, repair and preserve a railroad from the Pennsylvania state line; or from Hagerstown, through such portions of the state of Maryland not further west than Hancock, or further east than Williamsport, as may be selected by said state of Pennsylvania or such person or persons or company authorized by the state of Pennsylvania, so to do as most eligible and convenient to form a connection with the Baltimore and Ohio railroad; nor shall the said company transport any produce or merchandise on any part of their road within this commonwealth except the baggage of passengers, until the right shall be secured from the states of Maryland and Virginia to the state of Pennsylvania, or to any company which shall be incorporated for that purpose by the said state, to construct a railroad with one or more tracks through the state of Maryland, and to connect with the said Baltimore and Ohio Railroad, at any point in the State of Maryland, and Virginia not further east than Williamsport and Martinsburg, nor further west than Hancock, without any other restrictions than such as are contained in the said sixth section of the act entitled, "An act to amend an act entitled 'An act to incorporate the Susquehanna and Patapsco Canal company,' passed December session one thousand eight hundred and twenty-five, and with the privilege of erecting the necessary buildings and depots in the state of Virginia at the point of intersection for the accommodation of the business of the connecting road; *Provided*, That if a railroad shall be constructed connecting the Cumberland Valley Railroad with the said Baltimore and Ohio Railroad within the territory of Pennsylvania, then the foregoing proviso shall be void and of no effect.

Section 4. That no persons or property which shall have passed or shall be destined to pass on the said railroad west of Cumberland shall be subject to any lower rates of toll and of transportation per mile between Baltimore and Cumberland than may be charged by the said company upon like property passing upon that part of the said railroad which lies east of the town of Cumberland, and the said Baltimore and Ohio railroad company shall not charge nor permit to be charged, a greater amount per mile for tolls and transportation on their road west of any point of connection or intersection, for persons or things to pass or having passed upon the intersecting or connecting railroad or canal constructed by authority of Pennsylvania that may be at the same time charged on their road west of the point of intersection, as aforesaid, on like persons or things to pass, or having passed, on that part of their road east of such intersection or connection.

Section 5. That the said Baltimore and Ohio railroad company shall so conduct and regulate the trade and travel on their said railroad, whether the same be with their own locomotives, cars, or other means of transportation, or by locomotives, cars, or such means of transportation used on the said road by their agents or contractors, or other persons, that a convenient opportunity shall be allowed, permitted and given at such points of intersection of persons or things travelling or transported on the said road, or on such railroads as aforesaid, made to connect with said Baltimore and Ohio railroad, by virtue of this act, to pass to or from such railroads so connecting with the same, so that there may be like convenience to pass the trade and travel to and from said Baltimore and Ohio railroad, from and to such roads as may connect with the same as to pass to and from Baltimore.

Sec. 6 That the rates of toll and transportation respectively to be charged at any time on that part of the railroad of the said company in Pennsylvania on any kind of property, or upon persons passing east or west, shall not be greater than the rates of tolls of transportation respectively charged at the same time on the same kind of property, on that part of the railroad in the same direction on that part of the railroad in the States of Maryland and Virginia, and no preference shall at any time be given to the goods or

commodities of any person or persons, as regards priority of transportation, but they shall be carried by the said company to their respective places of destination, in the order of time in which they shall be delivered to the said company for that purpose.

Sec. 7 That the said company may sue and be sued in like manner as other corporate bodies within this commonwealth sue and are sued, and in all matters and things which may in any way relate to or concern the exercise or abuse of the rights, privileges, powers and franchises hereby granted, and also in all things which may relate to or concern a compliance with a breach of the conditions and provisions of this act, the said company shall be subject to and under the control of the authorities of Pennsylvania as if the said company had been created by a law of this commonwealth, and in any suit, action or proceeding at law against the said company, the process may be served, within the proper county or district, upon any officer or agent of the said company.

Sec. 8. That that part of the Baltimore and Ohio company road hereby authorized to be made within this state is hereby declared to be a public highway, and shall be open to the use of such person or persons or company as may determine or choose to place cars on said road for the conveyance of or the transportation of property of any description upon the payment of such rates of toll as the president and directors of said company may establish, not however exceeding the rates of toll established, or that may be established for the Columbia and Philadelphia railway for the year one thousand eight hundred and forty-six.

Sec. 9 That it shall be the duty of the president and managers of said company, so soon as said railroad is completed from Cumberland to Pittsburgh, to prepare a full and accurate account of the costs of said railroad from Pittsburgh to the Maryland line, authenticated by the oath or affirmation of the president and secretary of said company, and communicate the same to the auditor general of this commonwealth, who shall file the statement in his office.

Sec. 10. That the stock of said company, to an amount equal to the cost of the construction of that part of their road situated in Pennsylvania, shall be subject to taxation by this commonwealth in the same manner and at the same rate as other similar property is or may be subject; and it shall be the duty of the said company to cause their treasurer, upon the declaration of any dividend after the road shall have been completed to Pittsburgh, to retain out of said dividend and pay into the treasury of this state any tax to which said proportion of stock is liable. And said company shall annually, in the month of January, make a statement to the Legislature, under oath or affirmation of the President thereof, of its affairs, and the business done upon said road during the previous year, said statement to contain a full and accurate account of the number of passengers, amount and weight of produce, merchandise, lumber, coal and minerals transported on said road east of Pittsburgh and west of Cumberland.

Sec. 11. That the mode of ascertaining damages which may be sustained by persons in consequence of the said railroad passing through their lands, or by the taking of materials to construct or repair the same in Pennsylvania as is provided for in the fifteenth section of the Maryland aforesaid, for like damages done in that state; and the provisions of the sixteenth and seventeenth sections of the said act of Maryland shall also be extended to that part of the said road which may be in Pennsylvania, excepting the word "lumber" in the said fifteenth section, which material shall be obtained of the owner only by agreement or purchase, and in all cases of assessed damages where the title to the land is in dispute or where the parties are dissatisfied with the finding of the jury, or the owner, his agent or attorney, duly authorized to receive the amount of damages, cannot be found for the space of three months after the assessment, the said amount shall be paid into the court of the proper county by the said company on the expiration of the said term of three months, for the use of the person or persons who may be lawfully entitled thereto. *Provided*, That the owners of the said real estate and materials, or the company, if dissatisfied with the report of the jury, shall have a right to appeal from the award of the said jury within twenty days after the confirmation of the same by the court, on complying with the provisions of the act of assembly of the 16th June, 1837, entitled "An act relating to reference and arbitration," and said appeals shall be afterwards tried by a jury as in other cases, wherever they have been entered; but in case the said company be the appellant, the appeal shall be entered under the provisions of the act of assembly this commonwealth passed 22d March, 1817, entitled "An act relative to suits brought by or against corporations." *Provided*, That nothing herein contained shall authorize the said company to enter upon any lands or take any property without making compensation to the owners of said property or giving adequate security therefor.

Sec. 12. That if any person or persons shall wilfully injure, impair or destroy, or cause to be injured, impaired or destroyed, any part of the said railroad or any of the property of said company in this commonwealth, such person or persons so offending, shall each of them for every such offence forfeit and pay to said company a sum not exceeding five hundred dollars, which may be recovered in the name of said company by action of debt in the court of common pleas of the county wherein the offence been committed, and shall also be subject to indictment in the court of quarter sessions of such county, and upon conviction of such offence shall be punished by fine and imprisonment at the discretion of the court.

Sec. 13. That if said company misuse or abuse the privileges hereby granted, the Legislature reserve the right to repeal this act. And for the purpose of ascertaining whether the provisions of this act have been misused, it shall be lawful for the legislature to direct, or the governor to order, a scire facias to be issued out of the supreme court of Pennsylvania (which shall be executed by the sheriff of any county of this commonwealth upon the president or any officer or agent of said corporation, at least twenty days before the commencement of the term of said court) calling on said corporation to shew cause wherefore the act hereby granted shall not be declared null and void.

Sec. 14. That the supplement to an act to authorize the Baltimore and Ohio Railroad company to construct a railroad through Pennsylvania in a direction from Baltimore to the Ohio river, approved twentieth June, one thousand eight hundred and thirty-nine, and the act to which it was a supplement be and the same are hereby repealed.

Sec. 15. That if the railroad by this act authorized to be constructed by the said Baltimore and Ohio Railroad company be not commenced within two years and finished within ten years from the date of this act, then this act shall be null and void.

From Washington.

29th Congress--1st Session.

A TARIFF AND ANTI-TARIFF SCENE.

Correspondence of the Balt. Patriot.

WASHINGTON, March 2, 1846.

The ways and doings of the British Free Trade party in this country, and their co-workers and co-adjutors, the Lordly Manufacturers of England, are rapidly developing themselves!

The proceedings of Congress being dull to-day, I accepted an invitation to visit the room of the House Committee on Post Offices and Post Roads, where I found a Mr. Homer, brother to Sidney Homer, whose anti-tariff letter appeared in the last number of the "Union," exhibiting about 200 specimens of goods of English manufacture, with like goods of American production, and prices attached to each—in order to convince members of Congress that our Tariff ought to be struck down!

I don't know whether I enjoyed an hour's time more heartily. Mr. Homer is a gentlemanly person, who seems to understand the wants of the English Manufacturers admirably well. Indeed he told those present that he had resided in Manchester, England, for ten years, engaged in sending British goods to this country, and that he left England to reside in the United States in 1842. He has amassed a large fortune, and seems to come to instruct Congress in behalf of "Sir Robert Walker," on the one side, and the Manufacturers of Manchester on the other. He brings a letter of instruction and recommendation from Mr. Alex. Henry, a great capitalist in Manchester, which is dated January 3, 1846, and was received per the steamer Hibernia. A part of this letter, Mr. Homer exhibits to those who wish to pursue it. The British writer of it, in speaking of Mr. Polk's anti-tariff message to Congress, exclaims—"A second Daniel come to judgment! A second Sir Richard Cobden!" He praises the message very much—thereby showing how highly it is appreciated by the British Manufacturers!

In regard to Mr. Homer's mission to instruct Congress into the belief that it would be best to break down the American Manufacturers and exhalt those of Great Britain, Mr. Henry writes: "I am glad that you, whose long experience as our Importer, enables you so well to understand the subject, have taken it in hand; for if the object of those at Washington be to obtain sound information and arrive at just conclusions in the proposed alterations of the present tariff, the information which you can lay before them will be highly valuable."

There were present in the room while I was there, Messrs. Stewart, Collamer, and Hubbard, of the House Mr. Wethered of Baltimore. Also two or three anti-tariff members, who left. You may well imagine that such gentlemen as I have named would, under the circumstances, put some searching questions to Mr. Homer, coming there for such a purpose and so recommended! And I assure you that they did put them! Mr. Homer answered as well perhaps as any free trader could—but never have I seen a man—so completely cornered.

He exhibited two pieces of calico which he said had been manufactured by Senator Simmons, of Rhode Island, who sold them one for 17 cents per yard and the other for 14 or 15. Mr. Wethered said there was a mistake in this, and went up to the Senate and requested Mr. Simmons to come down into the Committee room, who readily assented to the request. He said the pieces in question were none of his manufacture, and from the quality the best piece was not worth over 12 cents, and the other not over 10 cents per yard. Those persons from whom Mr. Homer had obtained them, had deceived him.

Mr. H. said the manufacturers of this species of goods made a profit from 60 to 80 per centum. Mr. Hubbard asked him why then more persons did not invest their capital in such profitable business! He asked Mr. Homer why he did not embark in the business! The latter replied that he would invest \$50,000 in it, if he did not fear that so many would rush into the enterprise as to bring down the profits, by competition, so low as to destroy business. Mr. Stewart asked

if that was not the American doctrine, that competition reduced not only profits, but the prices! Mr. Collamer asked who but the great mass of the people reaped the benefit from this competition among manufacturing capitalists. Mr. Hubbard wanted Mr. Homer to say, if the reason why he did not invest his capital in this line of business was because competition would bring down the prices of the goods manufactured? Mr. Homer faltered in his reply, and said there were several reasons why he would not engage in manufactures. One was, that the market would be fluctuating.

Mr. Wethered, seeing the state of things and exercising his compassion said it was too bad for so many to be against one. He hoped the Tariff folks in Congress would also have a committee room, as well as the British manufacturers, with specimens for examination and comparison, and that they would appoint some sensible gentleman to superintend it and argue the matter single handed with Mr. Homer. Whereupon the gentlemen made their bows and took their leave. I fear Mr. Homer will find his mission too hot for him. The American people don't like these kind of missions on behalf of British manufacturers who seek the destruction of the American Tariff, however plausible and right the thing may appear in the eyes of Mr. Polk or Mr. Walker.

POTOMAC.

FRIGHTFUL ACCIDENT.

The Democratic Union "Burst its Boiler."

About 2 o'clock on Monday afternoon, whilst we were sitting in our sanctum conversing with a friend, we were aroused by a terrible explosion, and crash of timber and glass scattered in fragments against our walls and on the pavements before our door, which proved to be occasioned by the bursting of the boiler of the steam engine of the "Democratic Union." It exploded with a report as from a heavy piece of ordnance.

The engine was in the basement of the four story building occupied by the Union. The head of the boiler flew upward with such powerful force, as to cut away the heavy girders of the first and second floors, and pass through the third floor to the ceiling of the fourth story! ripping and tearing everything in its course, and scattering destruction all around. The doors and windows of the basement and first floor, and every thing near the engine, were shattered to atoms, and even the wall of the building was bulged out and so much injured that it will be necessary to rebuild it. There was a terrible scattering amongst the type in the second story, and lots of "pi" made. Notwithstanding there were from thirty to forty persons in the building at this explosion, but three or four were all injured, and they but slightly—a most miraculous escape. Mr. Lesure, one of the proprietors, was standing at the front door, and was thrown violently into the street. He was struck on the head by some fragment, and slightly hurt. One of the boys on the first floor was a little scalded; and the foreman and one of the boys were standing at a desk on the third floor, within a few feet of the spot where the head of the boiler went through.

The foreman was raised from his feet, & in descending lodged amongst the broken timbers of the floor. He escaped wholly uninjured, but we rather guess, he was a little frightened.

Altogether it was a most frightful accident, and it is wonderful that no destruction of life attended it. The editors of the Union are the State Printers, and the accident will occasion some delay in the public printing. The damage done is estimated at several thousand dollars.—Pa. Intel.

RIGHT OF WAY MEETING AT PITTSBURGH.

A meeting of the citizens of Allegheny county was held in Pittsburgh on the 17th inst. Among the resolutions adopted is the following—

5. RESOLVED, That we, the citizens of Pittsburgh, here assembled, of all parties pledge ourselves unanimously to support no man, now or hereafter, for any office, who opposes the Right of Way, and we recommend to our citizens of Western Pennsylvania to pursue the same course.

The Gazette in speaking of the meeting, says:—

As the people of all the Western counties are now moving in this great matter we ask their attention to the 5th resolution passed at our meeting, in reference to supporting men for office opposed to the right of way. If the right of way bill is defeated we must make this a question hereafter in all our elections for State officers, and support men in favor of the right of way without any regard to their politics. This is the determination of all parties in this section. If the bill becomes a law at this session, of course this will not be necessary; political matters will then take their ordinary course. But if the bill is defeated we must make this the great question at our fall elections for Canal Commissioners and members of the Legislature.

COAL TRADE.

A fleet of thirty vessels, laden with anthracite coal, left Port Richmond—the Delaware river depot of the Reading Railroad—on Saturday, all bound for Eastern ports.

The Tariff.

The proposed tariff of Mr. Walker, upon examination, is found to be more unjust to the manufacturers than could have been expected by the most ultra free-traders. The manufacturers, indeed, scarcely have a moderate protection given them in the proposed law. In the debates upon the tariff, England and her new policy have been held up as models for our example; but we find that, instead of following the pattern set us, our manufacturers are to do their business under less favorable circumstances than those of Great Britain.

Their modifications have been made with a view of making cheap bread, and of cheapening the articles consumed by manufacturers. Here the new bill imposes on the articles used by manufacturers of cotton a tariff equal to the amount of the tariff on the goods themselves; thus placing our manufacturers at a positive disadvantage in competing with England in the markets of the world.

To show how much more liberal England is than Mr. Walker, it is sufficient to say, that out of near five hundred articles, upon which the duty was repealed or reduced in 1845, there was not an article which could be eaten, but all were used for manufacturing purposes. In our new tariff, the 20 per cent. schedule is chiefly occupied with enumerating articles not made in this country, but which are used to a large extent in manufacturing. The 10 and 5 per cent. schedules are also nearly filled in this way, and if the framers of the bill tried to place our manufacturers at the mercy of Europe, it could not have been done more effectually.

The bill, in all its details, is grossly unjust, and when it shall come before Congress we hope that it will be disputed at every point. It cannot fail to prosecute many of our factories, and the Whigs owe it to themselves to give the bill an opposition so effectual that all the ruin it causes shall be chargeable to its supporters.—New York Express.

First Gun of the Campaign of 1846!

NEW HAMPSHIRE REVOLUTIONIZED!

The Boston papers of Friday morning bring us later and more decisive returns of the New Hampshire election. There is no choice of Governor, or Member of Congress; and the Radical Loco Focos will be in a minority in the new Legislature. Of the twelve Senators, the Loco Focos have so far only two; and the vacancies, which will be numerous, will be pretty certainly filled by Whigs or Independent Democrats: thus giving the opposition the entire control of the Legislature. Upon this body will devolve the choice of Governor, and of a United States Senator for the unexpired term of one year, and a full term of six years.

General James Wilson is one of the representatives elect, of Keene. This gentleman has been previous to the last year, at the West, in an official capacity; and was a famous Whig orator during the Harrison campaign of 1840; and a prominent member of the National Convention which nominated Gen. Harrison.—Pa. Intel.

Glass Manufactories.

There are now nineteen flintglass manufactories (says the Brooklyn Advertiser) in full operation in this country, affording employment to upwards of six thousand persons. Before the passage of the tariff of 1842 there were but four or five in operation, some of them but partially worked, and the workmen were idle. The operatives are all now employed, their wages thirty three per cent. higher than in 1842, and the glass is of superior manufacture to a foreign article. Three millions of dollars are annually expended in American materials and labor by our manufacturers in this branch of industry, and not twenty-four thousand dollars for foreign products. If the proposed reduction of the tariff takes place, it will in a great measure destroy the American manufactories of flint glass, throw a great number out of employment and destroy the consumption of the products of American labor to the amount of a million & a half of dollars. This money will go to Europe to pay for European products and European labor. This interest particularly requires protection, because there are so many interests benefited, the whole materials used coming from the bowels of the earth, and are therefore a clear gain to the country.

Shipwreck.

We learn from the New Bedford Mercury that the brig Haidee, Chapman, of and from London, December 28, for Kingston, Jamaica, broached to and capsized while succumbing in a gale (no date) latitude 39 24, longitude 52. The master, second officer, and nine men were washed overboard and lost. The survivors, (being the first officer and four men,) after being forty-eight hours on the wreck were taken off by the schooner. Three Sisters of Ellsworth, Maine, and landed at Tarpaulin Cove the 9th inst.

MISSIONARY IN SOUTH AFRICA KILLED.—Cape of Good Hope newspapers to December 14 contain an account of the murder of the Rev. Mr. Scholtz, of the Berlin Society mission. He was assailed while on his way to Kaffirland to join the mission. Three or four Kaffirs attacked the encampment in the night, and stabbed and killed the missionary and another man in company. The attack took place on the Fish river, a few miles from Port Peddie. The British authorities at the Cape had made a demand upon the Kaffir Chiefs for the murderer, but at the last accounts he had not been produced.

Flour! Flour!! Flour!!!

23	Bbls flour superfine.	
7	Bags Do	
2	Do Rye.	
3	Do Buckwheat.	

On hand and for sale by  
m 10. '46. J J & H F SHELLE.

FARMERS  
Look Here.

WE the undersigned having established ourselves as a firm in the Eagle Foundry of Berlin, have now on hands a new

PLOUGH,

which has lately been patented. It is a self-sharpening and can be made to different kinds, such as the bar shear, or shear and cutter separate, or the pieces can all be made of wrought iron with very little labour, in short it is the best plough ever brought to this country.—Likewise the Crocket Plough, which is an excellent plough for rough land, also

STOVES

of various kinds among them is a cooking stove for burning wood or coal.

KETTLES of different sizes.

HOLLOW WARE

of all kinds. Also castings for machinery, &c., all of which are made of the best kind of material and on the shortest notice. Please call and examine for yourselves.

HOUSER, CONRAD & KRISINGER.  
February 17, 1846-3m

Cumberland Market.

Flour,	per barrel,	\$4 00	± 5 00
Wheat,	per bushel,	80	a 0 90
Rye,	"	63	a 0 65
Corn,	"	60	a 0 65
Oats,	"	40	a 0 45
Potatoes	"	50	a 0 75
Apples,	"	50	a 0 71
" dried "	"	1 00	a 1 00
Peaches dried "	"	1 50	a 2 00
Butter, per pound,	"	12	a 0 15
Beef,	"	3	a 0 4
Veal,	"	5	a 0 6
Chickens, per dozen,	"	1 25	a 1 50
Eggs,	"	15	a 0 16
Stone Coal, per bushel,	"	7	0 8

BANK NOTE LIST.

Pittsburgh, Pa.

CORRECTED WEEKLY

STANDARD—GOLD AND SILVER

Pennsylvania.

Pittsburgh, Banks,	par
Philadelphia Banks,	par
Girard Bank,	par
United States Bank,	25
Bank of Germantown	par
Monongahela Bank Brownsville	1
Bank of Gettysburg	1
Bank of Chester County	par
Bank of Chambersburg	1
Bank of Delaware,	par
Bank of Susquehanna County	2
Bank of Montgomery County	par
Bank of Northumberland	par
Bank of Lewistown	1
Bank of Middletown,	1
Carlisle Bank	1
Columbia Bank and Bridge Co.	pa
Doytestown Bank	par
Erie Bank	1
Franklin Bank, Washington	1
Farmers' Bank Reading	par
Farmers Bank Bucks County	par
Farmers' & Drover's Bank Waynesburg	1
Farmers' Bank Lancaster	par
Lancaster Co. Bank	1
Lancaster Bank	1
Harrisburg Bank	1
Honesdale Bank	"
Lebanon Bank	"
Miners' Bank Pottsville	"
Wyoming Bank	"
Northampton bank	"
York Bank	"
State Scrip, Exchange bank Pitts.,	1
Mer. and Man's B	par
Issued by solvent Banks	1
Ohio.	
Mount Pleasant	1
Steuensville, (F. & M.)	"
St. Clairville	"
Marietta	"
New Lisbon	"
Cincinnati banks,	1
Columbus	1
Circleville	"
Zanesville	"
Putnam	"
Wooster	"
Massillon	"
Sandusky	"
Geauga	"
Norwalk	1
Xenia	"
Cleveland Bank	"
Dayton	"
Franklin Bank of Columbus,	"
Chillicothe	"
Sciota	5
Lancaster	10
Hamilton	13
Granville	45
Commercial Bank of Lake Erie,	14
Farmers Bank of Canton	20
Urbana,	40
Indiana.	
State Bank and branches,	1
State Scrip, \$5's	2
Illinois.	
State Bank	50   Shawntown
Missouri.	
State bank	1
Tennessee.	
Memphis	3   Other solvent banks
North Carolina.	
All solvent banks	2
South Carolina,	
All solvent banks	2
New England,	
New England	1
New York.	
New York city par   Other banks	1
Virginia.	
Eastern solvent banks	1
Wheeling and Branches,	"