BARCLAY RAILROAD AND COAL COMPANY.

Third Annual Report of the Board of Directors.

Made to the Stockholders, at their Annual Meeting, held in the City of Philadelphia, on Monday, January 12, 1857.

OFFICE OF THE BARCLAY R. R. & COAL Co.,
Philadelphia, January 11th, 1857.

To the Stockholders of the Barclay R. R. & Coal Company.

The Board of Directors have the gratification of announcing to the Stockholders that their railroad was completed from the Company's Basin, at Towanda, (which is sufficient capacity to ship two hundred thousand tons of coal annually) to the village of Barclay, near the Company's property, in the autumn of eighteen hundred and fifty-six, the first day of October being the first shipment of coal having been made on the 6th day of that month; since which time more than four thousand tons have been transported from the Company's mines, a large proportion of which has been distributed, through the company's Agents, at various points in the State of New York, including Buffalo, Oswego, Troy, Albany, Syracuse, Rochester, and Utica; thence extending westward as far as Chicago—it having afforded great satisfaction, as far as heard from, and believed to be unsurpassed, not only for the generating of steam, but also for blacksmithing, and is well adapted to domestic use.

It is equally gratifying to state, that the improvements have not materially exceeded the estimate of costs made by our Chief Engineer, Thomas T. Wireman—the excess being less than four thousand dollars, and that, while no expense has been spared to make the work all it should be, neither has there been any waste of money.

It will be necessary, for a vigorous prosecution to make an additional outlay of about forty thousand dollars, for locomotives, coal cars, mine wagons, miners' houses, boats, &c., with which we expect to be able to ship from seventy to seventy thousand tons of coal the ensuing season; and as there is at least one dollar per ton profit on the coal, from its superior locality, to say nothing of its superior quality, the prospect afforded to the stockholders is of a most flattering character.

The Barclay Railroad and Coal Company are authorized by their charter to hold 2,000 acres of coal lands, besides lands for railroad depot, &c.

The capital invested is $700,000 which it may be altered to increase to $1,400,000.

The charter is perpetual.

The company own 2,000 acres of coal lands, and the mineral right to 500 acres more, amounting in all, at least 10,000,000 tons.

These lands are situate in Bradford county, Pa., a few miles south of the New York State Line, and 161 miles distant from the Chemung Branch Canal at Towanda, which is connected by a substantially built railroad, now completed and in full operation.

The coal is semi-bituminous, and corresponds with the Cumberland and Broad Top coals, being of their equal in quality, and by some is considered superior. It is peculiarly well adapted for generating steam, and is a high favor with iron workers: while it is highly prized as a decided preference as house fuel. The vein averages six feet in thickness, and lies above water level, in nearly horizontal strata, but having sufficient dip to drain the mines without the expense of pumping. It is mined and delivered into the railroad cars at a cost of from fifty to seventy cents per ton.

Of the 2000 acres of the land are under cultivation, the rest is woodland and heavily timbered. The soil is good throughout.

The thriving village of Barclay is situated at the Mines. It was laid out and built up during the past summer, and at the present time contains some twenty well built frame houses. Near the village is erected a saw mill: the whole of which improvements are the property of the company. In addition to these they are in possession and ownership of a valuable tract of ground, containing, in the borough of Towanda. On this ground the company have excavated their basin and perfected their shipping arrangements, having a large residue for the erection of mills, furnaces, and other improvements.

The coal which will necessarily find its outlet to market over the Barclay Railroad, may safely be estimated at 30,000,000 tons, a large region of country, drained by the Schrader Creek, is yet unexplored, and may greatly augment that amount.

The iron ore in the immediate vicinity of the road, has long been favorably known. It is in great abundance, and one of the veins 2 feet in thickness—is of unsurpassed excellence, the estimation of Prof. Walter R. Johnson, J. P. Leslie, Esq., and others, the third ore is second in value only to the coal.

About one half of the road passes through a thickly settled and well improved country; the remaining portion extends up into the mineral region, which as yet is almost wholly unimproved. Nearly all of this region of country is susceptible of a high state of cultivation, and the unimproved portions are now being rapidly settled by a vigorous and intelligent population, from which miners and laborers can always be obtained. A large number of the portion of Bradford, a small part of Lycoming, and nearly the whole of Sullivan counties will find their outlet over the Barclay Railroad; thus furnishing a lumber, produce and passenger business, which will compare favorably with the business usually done on branch roads of similar extent. But the great business of this road, and that which will at once be commenced, will be the coal trade. In the course of a few years, the carriage of coal, of its own, will be next in importance. Fifteen cent per ton per mile is a liberal estimate for the cost of carrying coal over the road, with its favorable descending grades. At this, for each carriage the company receive three cents per ton per mile from similarly organized companies, and an additional ten cents per ton for wharfage privileges, the net proceeds which will result from a business of 300,000 tons will be $36,000, or more than 5 per cent. upon the whole cost of the company's lands, and the construction and equipment of road, as represented by its stock and bonds.

This company combines all the elements of profit and wealth, being a mining and also a railroad company. Their coal lands are extensive and well selected—having coal enough of their own to last 50 years, allowing the mining operations an average of 200,000 tons per year. They are so situated as either to operate their own mines or lease them, as may be deemed most profitable: or they may, for the time being, leave them unworked, carry coal for other companies.

The amount of coal in the surrounding region is limited, and, from the peculiarly favorable location of our mines, their products will rapidly increase in value.

There is every reason to believe that 75,000 tons of coal can be mined, sent off, and sold during the coming season, and that this amount may be doubled by another year. It requires no argument to show that, with such a business future, the company will at once make remunerative dividends on its whole invested capital, and that the dividends will be enlarged hereafter in the ratio of the increase of business.

The Barclay Coal Fields are only just developed: their location is not generally known or understood. By reference to the map of Pennsylvania, it will be seen that a spur of the great chain of the Alleghenny mountains reaches far north and east from the general range, and extends quite up in to the Valley of the Susquehanna, near its crossing of the New York State Line. Here portions of the great coal-bearing strata of Pennsylvania have been preserved, but no

A system of canal communication has been completed in the State of New York, having for extent, completeness, and cheap transportation, no parallel or equal in the world. The waters of the Susquehanna on the south are connected with the great lakes on the north and west, and these, again, with the Hudson on the east, making an inland navigation throughout the whole State, and reaching almost every considerable town within its limits. These improvements are owned by the State. Coal and iron are carried over them at toll charges almost nominal: hence nearly all heavy freightage in the State of New York is carried on her canals, and not on her railroads.

The Barclay coal is carried on the North Branch, Pennsylvania and Junction Canals, a distance of 30 miles, to Elmira, where it meets the New York State Canals. Shamokin coal is brought here by the Williamsport and Elmira Railroad, a distance of 140 miles, and transhipped into canal boats. Scranton coal reaches Elmira by railroad. Wyoming coal finds its way to the State of New York by the North Branch and Junction Canals, and reaches Elmira in a distance of 120 miles—giving to the Barclay coal in the New York State Market an advantage, in distance, of from 70 to 100 miles over coals from those regions.

For the history of the road in its details, you are referred to the able report of the Chief Engineer herewith transmitted.

By order of the Board,
(Signed,) GEO R OAT, Sec'y.

REPORT OF THE ENGINEER.

ENGINEER DEPARTMENT,
Towanda, January 1st, 1857.

To the President and Directors of the Barclay R. R. and Canal Co.

GENTLEMEN:—In presenting this my second annual, and final Report, I have the honor to inform you that your road is completed: and that it has been in successful operation for nearly three months, up to the close of navigation, on the third day of December last.

The contract for grading the road was made on the 27th of April, 1855; and the work was commenced forthwith. The iron rails were contracted for in the early part of the same season: but the greater part of the remaining portions of the work and materials were not contracted for, or ordered, until the Spring following.

In July last the locomotive commenced running: and in this month of September, the whole work was so far advanced, that we commenced delivering coal at Towanda; and continued running coal trains once or twice a day during the remainder of the season. Thus, within a space of fourteen months from the date of the first contract, the road was in full and successful operation throughout the whole length.

The amount of coal carried over the road was 4,115 tons, but owing to the want of boats, only 4 295 tons have been sent off by canal: 362 tons have been sold at Towanda: at the mines, only 22 tons have yet been sold. About 3,000 tons remain at the mines the greater part of which would have been brought over the road, if boats could have been obtained to take it away.

The general design and character of the road corresponds mainly with that given in former reports: though in some of its details, the work is more complete and substantial than was originally contemplated.

The coal is found at an elevation of over 1,200 feet above the bed of the Susquehanna river: and at a distance of 104 miles from Towanda. It lies in nearly horizontal strata, dipping towards the waters of the Schrader. The system of mining is by drifts and channels. A light T rail track is laid in the mines: and the mine cars used, hold a little more than a ton each.

The coal is carried on this light railroad a distance of nearly half a mile, when the cars dip their load into a schute, or on a side dump, as may be required. The schute overcomes an elevation of 80 feet, and is built on an angel of 32 degrees: down the plane of which the coal descends, and drops into the coal cars on the heavy track below. When the cars are filled they descend by gravity to the head of the inclined plane, a distance of one mile and a quarter, in which the fall is 68 feet. The plain is self-acting and is 2,706 feet long, and 476 feet high. The plain house at its head is 60 feet long, by 24 feet wide. It is built on a permanent stone wall, foundation, enclosing two large drums below the track, on which the wire ropes are coiled. The drums are 14 feet in diameter, and made of cast iron, except the lagging of rim, which is of wood. They are all placed one in advance of the other and connected by cogs on their philipleries.—The drum shafts are one foot in diameter, and revolve in neatly case iron bed plates, placed on cut stone piers. An inch and a quarter wire rope is attached to each drum, and made to wind up in grove, cut into the lagging to receive them. This is done by means of a screw shaft, cut with an inch and a half thread, and connected with one of the drum shafts: and causing a carriage to move traversely to the direction of the ropes. To each rope a safety car is permanently fastened: one of these holds the loaded cars descending on one track, whilst the other draws the empty cars up the other track. At the foot of the plain the safety cars are made to take a track of narrower gauge, and descend into a pit, whilst the coal cars pass on without stopping, and gravitate a few hundred feet to their place on the locomotive road, where a train is made up and taken to Towanda by the engine.—It is intended to make, hereafter, a small plane, starting at the head of the present plane, and extending up the side of the mountain to a height of 120 feet, up which the empty cars will be carried by the surplus power of the loaded cars to a point whence they will gravitate to the place of loading at the foot of the schute. In the course of one or two years at most, the amount of business will warrant the making of this improvement: and then, by this self-acting plane alone, the cars will be carried up to an elevation of 600 feet, and each one made to perform a round trip of nearly four

It is estimated that the plane, when the above described improvements are made will have capacity to pass 2 400 tons per day, equal to 480,000 tons in 200 days. The expense of working the plane and gravitating road for that amount of business, will be about $25 per day, or about half a cent per ton per mile, for transporting the coal over those two miles of road. The locomotive part of your road can be operated at an equally cheap rate per mile (with its descending grades and short intervening levels.)

The plane is located at the upper end of the road, and then made to let the coal down the side of a mountain, 600 feet high and to draw the empty cars up the same elevation, without other power than the gravity of the descending load. A locomotive road nearly eight miles long, with 70 feet grades through out, would be required to accomplish the same work.

This plan has been in operation for nearly three months, and has let down more than 4,000 tons of coal without accident or interruption. It is built in the most substantial manner: the construction is simple, and it is completely successful in its operation.

The road from foot of plane to Towanda is 44¼ miles in length. It is built along the valley of the Schrader and Towanda creeks. All the grades descend with the tonage. The average grade is 38 feet per mile and the steepest gradient is 80 feet. Nearly one-third of the whole distance is straight. The shortest radius of curve is 573 feet. The rails weigh 56 lbs to the yard, and are fastened to the joints with heavy wrought iron chairs. The cross ties are laid at the rate of about 2 500 to the mile: and the greater part of the road is well ballasted with gravel or broken stone. The grade line of the road is generally above the surface of the ground and at all points above high water. The embankments exposed to floods, and the bridge foundations are well protected. The bridge superstructure are substantial and good. The longest span is 112 feet and the whole length of superstructure 469 feet.—The iron rails and chairs are of good quality: none have been broken and the rails show no appearance of hammering. The road in my opinion, is sufficient to pass a 25 ton engine. Convenient sidings are made at the extremities of the road and the head and foot of the plain and also at Monroeton and Ironwood making in all 18 miles of single track of 56 lb rail: in addition to which there is upward of quarter miles of the light iron track, laid in wharves, and at the head of the plane at each end of the road is a very complete and durable turntable. The water stations are erected, each of which affords abundance of water. A frame engine house is built at Towanda, 60 by 30 feet, on stone foundations, and contains three stalls for locomotives. There is a track scale near basin, with office and tool house attached: wagon-scales are also provided near the same place, with conveniences for a retail business, on the company's ground. At Towanda a convenient basin is excavated, communicating with the canal at the Towanda dam, 120 by 180 feet in the clear, and five feet deep, substantially wharfed with timber, and possessed of a sluice by which it may be drained. On one side of the basin two tracks are laid on trussels 17½ feet above the surface of the water.

The coal may be either dropped from the cars on a platform of plank, under these tracks, or into pockets, from which it descends into boats, directly from the cars.—Thus it will be seen, the coal is conveyed from the mines to the boats without the expense of handling.

This basin improvement was not at first intended; nor was the expense included in my original estimate of the work; but in order to obtain a sufficient depth of water throughout the basin, which had been excavated in part, before it was purchased by the company, it was found necessary to drain it which was done at a very considerable expense. It was then enlarged and excavated to a depth of five feet below the surface of extreme-low water; the sides wharfed up with double ranges of white oak timber, bolted and tied together, and filled in with stone and gravel in the most substantial manner: making a most complete and valuable wharf and basin arrangement for shipping coal.—Two hundred thousand tons of coal may be shipped in a season, at the basin, as it is at present constructed; and at a small additional outlay, shipping conveniences may be extended up along the pool of the dam sufficient to accommodate as much more business. And when the road is worked to its full capacity, which is estimated at 500,000 tons per year almost any extent of basin may be made on the company's ground immediately below the present one.

In the mines, the gangways are laid out and made in as nearly a straight lines as the dip of the coal will permit. They are usually 6 feet wide and from 6 to 7 feet high.—In these, iron tracks are laid for a distance of some 3,300 feet, and frogs and switch plates are put in at such point where chambers are to be worked. The mine wagons are brought into the mine by mules. The narrow workings are well in advance of the chambers, and the colliery is well dos gned and in a good shape for business. In the spring, 125 to 150 miners may be put to work advantageously: and by keeping the narrower works ahead, as they now are, that amount of force may be employed for an indefinite period hereafter.

It will no doubt be to the interest of your company to open other collieries, or to hold out inducements to coal operators to do so, and in this way create a business for your road.

Considerable attention is being directed to the other coal lands in the vicinity of yours the coal from which must go to market over the Barclay Railroad and as it has and is rapidly to carry all the coal that can be mined for several years to come, it will be the policy of your company to adopt moderate rates of charges for transportation, and a large business will result. Any railroad with a large tonage can be made a paying road.

The demand for the coal from this region will always be equal to the supply, and it can always be sold at remunerative prices, for the reason, that from its locality it is about one dollar and a half per ton nearer the great Northern and Lake markets than either Wyoming Scranton, or Shamokin, coals, (the prominent competitors,) and because it has no superior for steam generating and blacksmithing purposes. In the manufacture of salt, it is pronounced superior to any other that has been tried.—For locomotive purposes I think it cannot be surpassed: no other fuel than this was used in running your road, daily, for a period of more than four months, when a distance of 3000 miles was run, and it was in every respect entirely satisfactory. The coal is free from sulphur: it ignites freely, burns with a bright flame, makes little or no clinker, does not clog the grates, nor have the fire box of locomotive at all injured by its use.

It may not be improper here to remark, that the quality of the coal improves as the mines are worked under heavier cover. The roof is good, and the vein retains its thickness with remarkable uniformity.

No explorations have been authorized by the company, but I have caused an opening to be made at a point some 500 feet from the head of the schute, which will make a good colliery. There are also other favorable points for mining, at convenient distances from the railroad.

The coal is hard, and being mined with care, will mostly carry to market in lumps, and command a higher price by from 50 to 75 cents per ton, than if made fine: but in the process of mining and dumping, a considerable amount of fine coal is unavoidably made. I would suggest the propriety of putting great bars in the schute, to take out the first portions of the coal which will sell readily for blacksmithing purposes, and have the coarser coal clean, and in much better condition for market. The utmost care should be taken to have the coal clean from slate, which, in these mines is by no means difficult, because the slate is found in seams and is never interspersed with the coal.

The present equipment of your road consists of a fifteen ton engine, six coal cars, three lumber trucks, four repair cars and two hand cars.

At the colliery there are 33 mine wagons, and at the Basin are 1 arrow scales and a sufficient stock of tools for ordinary purposes, &c.

With the rolling stock on hand, about 200 tons of coal can be run down per day, which in a business season of 180 days, would be 36 000 tons.

In addition to the stock on hand, you will require for the next season, one 20 ton engine, 51 coal cars and 33 mine wagons.—The 20 ton engine will haul up 30 empty cars, and make 2½ (average) trips per day, equal to 67 500 tons in 180 days—an amount of business you will hardly exceed in the year.

At the village of Barclay 18 mine houses have been erected, designed for, and are the most part occupied with two families each. Twenty new single mine houses, or ten double houses, will be necessary to accommodate the mining force required, and their families the next season.

The company should procure at once not less than 20 canal boats, in order to get the coal to market, and to regulate the price of boating.

A cheap light passenger car, if put on the road, would in my opinion pay for itself in one year.

The estimated cost of the above is as follows, thus:

Engine (delivered)	$5,500 00
50 cars at $225	11,250 00
28 mine wagons at $33	1,254 00
20 canal boats at $600	12,000 00
20 miners' houses at $200	4,000 00
Passenger car	600 00
Improvements, repairs and contingencies	3,250 00
	$40,854 00

My original estimate for the construction of the road, and fixtures complete, including all materials, rolling stock, engineering, &c., was $257 568. The road is constructed, with its equipment, has exceeded this sum only by about $4.000.

Your improvement is not a costly one for its character and magnitude. I have always believed it to be a good enterprise—one that cannot fail speedily to repay those who have invested their money in it.

Permit me then to congratulate you on its successful completion, and operation thus far. It has my best wishes. And though I shall probably never again participate in the control of its business operations, my best efforts will never be wanting to add to its success, or to extend its usefulness.

Respectfully submitted,
Signed, THOS. T. WIREMAN,
Chief Engineer

The Watchman.

EQUAL AND EXACT JUSTICE TO ALL

BELLEFONTE, PENNA.

WEDNESDAY, MARCH 25, 1857

LARGEST CIRCULATION IN THE COUNTY

FOR GOVERNOR,

WILLIAM F. PACKER,

OF LYCOMING COUNTY.

CANAL COMMISSIONER,

NIMROD STRICKLAND,

OF CHESTER COUNTY

SUPREME JUDGE,

ELLIS LEWIS,

OF LANCASTER COUNTY.

COMBINING THE ELEMENTS OF THE OPPOSITION.

The Black Republican and Know Nothing journals are crowded with communications penned by sapient correspondents, setting forth sundry wise schemes and cunning plans by which the two parties are to be brought together in the coming Gubernatorial campaign. Each party is endeavoring to cheat the other, and as for ourselves, we feel very much like the lady did when her husband and the bear were fighting, we don't care which whips—or rather which gets cheated most. Although the love of the spoils may be sufficiently powerful to induce the leaders to agree upon an amicable division, and the formation of a hybrid ticket, we have too much confidence in the intelligence and honesty of the masses to believe that they will follow like dumb beasts in the wake of hypocisy so manifest—of corruption so abominably corrupt. In one portion of the State it is the boast of our opponents that they have not a single Know Nothing in their midst, while in other quarters a fawning sycophancy endeavors to court over to their support the little remnant of proscriptive Hindooism that remains. What a contrast is presented between the unorganized action of the opposition, and the straightforward harmonious course of the Democracy! Combining the elements of the opposition!—What a glorious combination it will be when perfected! But we fear it will bear a strong resemblance to the old lady's soap—when the fat is taken off the top, there will be a great deal of *lie* at the bottom. To-day (Wednesday) is the day appointed for this great *soap making* and in our next issue we will be enabled to give our readers the result, and introduce to them the compound that may be agreed upon.—They will hardly have fortitude enough to make use of one of their old soldiers for soap fat—such as Wilmot, Curtin or Bell, and it is altogether likely that some "flower to bloom unseen, and waste its sweetness on the desert air" will spring into notice in a single night—or that some Democrat of the Wagons like stamp will turn Republican, Know Nothing or Amalgamationist, on purpose to be used for something.

As somebody said, "we will see what we will see," and when we have seen it, we will have more to say about it. For the present we shall be content with the remark, that our friends who are acting with the opposition will do well to keep their eyes wide open, or the slippery leaders whom they follow, will use their Platforms for wood to keep the pot boiling, and they will wake up some morning with nothing for them to stand upon.

APOLOGETIC.—To those who are acquainted with the domestic affliction with which we have recently been visited, no word of apology is necessary to account for the irregular appearance of our paper for a few weeks past. Two of our children have been taken from us by the ruthless hand of Death, and consigned to the cold cold ground and our readers will need no further statement to enlist their sympathy and secure their pardon.

In this connection we cordially tender our thanks for the patronage we have received—for the warm and strong support which we have had from the Democracy of the county, and trust that it may be continued. Truth ever seeks the light, to render its beauties discernible, and we admire to its cause, and the effective means of Democratic success is the propagation of the great doctrines we advocate, so that all may become familiar with them, and understand that our greatest object is to promote the interests of our beloved country.

Hereafter, we hope to make the *Watchman* more prompt and regular in its visitations.

THOSE of our subscribers who intend changing their place of residence on the 1st of April, will please give us notice to that effect. Be careful in all cases, to state the post office at which the *Watchman* has been received during the past year, as well as the post office to which it is changed. Town subscribers can notify the carrier of any change made in their location.

We promised that we would this week give our readers the opinion of the Supreme Court of the United States, in the Dred Scott case, but a press of other matter, together with the confusion attendant on removing the office compels us to delay it, till some future time.

REMOVAL.—Hereafter the office of the *Watchman* will be in the Arcade second story—entrance same as Barnhart's Daguerrean Gallery. We will soon be comfortably fixed, and shall be pleased to have our friends call when they come to town.

PARTY SPIRIT.

Never until the dawn of Know Nothingism with its bitter proscriptive principles, was the election of township officers made a political matter. When the two great national parties Democrat and Whig, started with each other on principles their differences only separated them when the decision of some one of their peculiar views, was in issue—and in the organization of the domestic officers a spirit of communion and good feeling took the place of party animosity—the best men were agreed upon, and elected with a view of having the duties devolving upon each officer well performed. But now nothing is too small for the opposition to contend for, and rejoice over as a victory—Constables, Inspectors, Auditors, fence praisers and all other of their kind, are ticketed in secret caucus, and brought forth under strict party drill. Our common schools, which should be dear to every American heart and unpolluted by the hands of the selfish politician, are made part and parcel of the partisan contest—and when the opposition has the power, directors are elected with regard only to their party affinities. Indeed we know one township where an old and warm friend of the Common School system, who had done more for the cause than all other citizens of the township, was declared by the election board to have duly elected directors; a notice was placed in the hands of the constable to be served on him notifying him of that fact, when the two Know Nothing members of the board were the constable neglected to serve the notice of election, thus endeavoring to induce that officer to violate his duties. We relate this as an illustration of the extent, to which party bigotry is carried, and we think it manifests a fearful want of correct principle and love of our free institutions.

We have heard it rumored also that the election of County Superintendent is to be conducted on party lines, as we do hope that sentiments of patriotism will stay this tide of bigotry and lead to the selection of the best man for the office, regarding only the welfare of our beloved Common Schools thereon.

For the Democratic Watchman.

SUPREME JUDGE.

DEMOCRATIC CONVENTION.

The appointment of Hon. Jeremiah S. Black to the Cabinet of President Buchanan has occasioned a vacancy on the Supreme Bench of the State, and it will be necessary for the Democratic Convention to reassemble for the purpose of placing in nomination some person to fill the vacancy. There are many good men in our ranks, whose ability would adorn this high judicial tribunal, and it is hoped that from the number an appropriate selection will be made—such as will be satisfactory to the whole party—add strength to our ticket, dignity and ability to the Bench, and be a reward well merited by the nominee. That this portion of the State is eminently entitled, if locality is to be consulted, to the honor of furnishing Judge Black's successor no sensible and observing man will for a moment doubt. Our Democratic friends in Mifflin county are urging the name of Hon. Abraham S. Wilson for the nomination, and your correspondent joins heartily in the recommendation, and would be glad to know that his exalted worth is appreciated by the Democracy throughout the State. Being an extremely modest and unassuming man, Judge Wilson has never sought to bring himself before the public, or he might, to-day, be sharing in the high honors of the nation. The Lewistown *True Democrat* contains the following article which you will permit me to copy:

"The appointment of the Hon. Jeremiah S. Black to a place in the Cabinet, has occasioned a vacancy in the Supreme Court of this State, and we presume the State Convention will shortly be called to reassemble for the purpose of making a nomination for that office. It is therefore right and proper that the Democratic journals should express their preferences, and canvass the merits of the several names from time to time brought forward.

"The office of Judge of the Supreme Court is one of great importance and responsibility. The candidate therefore should be a lawyer of spotless character, large experience, superior learning, and profound judgement. Such a candidate would be an honor to the party, and if elected an ornament to the Supreme Bench. Little Mifflin offers a gentleman who possesses all these qualities in an eminent degree. The reader will readily understand that we refer to Hon. Abraham S. Wilson, President Judge of the Judicial District, and a resident of this place. Judge Wilson has been on the Common Pleas Bench for fifteen years, without interruption, which is probably as long as the same post has been held by any Judge in the State. He was first appointed in 1842 (the same year Judge Black was appointed,) by Gov. Porter, and the appointment was immediately confirmed by the Senate. Subsequently, when the choice of Judges was left to the people, Judge Wilson became the Democratic candidate, and was triumphantly elected in a district which unusually gave from 800 to 1100 majority for the opposition. His opponent too, on that occasion, Hon. Joseph Casey, was a gentleman of acknowledged ability and popularity.—Judge Wilson's fitness for the Supreme Bench is therefore beyond question. His Democracy, too, is unsullied, he being a firm, unwavering, and influential Democrat at all times.

We entirely deny that the locality of candidates should have anything to do with their claims for nomination, but, if locality is to be made a question, the interior certainly has superior claims. At present the West is represented by Judge Lowrie and Knox, the North by Judge Woodward, and the East by Judge Lewis. Common justice, therefore, would concede the next candidate to the interior.

We therefore hoist the name of Judge Wilson to our masthead, confident that, whether in point of legal ability, personal popularity or locality, a fitter nominee cannot be found in the State."

Now may we not fairly ask, at the hands of the State Convention, that the central part of the State have an opportunity to be represented upon the Supreme Bench?—For we have the East, West and North have furnished four Judges, and now the interior presents an unexceptionable man—will not her just claims receive due consideration?

JURA.

For the Democratic Watchman.

THE COUNTY SUPERINTENDENCY

MR. EDITOR:—Would it not be well for Directors, and the friends of Common Schools generally, to look around and see who is the proper person to fill the office of County Superintendent. I would suggest that those who purpose being candidates, announce themselves immediately in the county papers, in order that the Directors may have a short time to reflect and inquire as to the competency of the persons whom they will be called upon to support on the first Monday of May next. Three years ago, the Directors in this, and nearly every county in the State did not know who were the candidates until they had met in convention—the consequence was, that a number of Superintendents were elected who would not have been chosen had they been before the public two weeks previous to the election. Let the candidates announce themselves in good time, so that when the Directors assemble in convention, they can have a fair opportunity of electing the very best man. The best man, of course, will be an *experienced* teacher, and it is hoped that the convention will not, for one moment, consider the claims of any person who is not *practically* acquainted with the school room, and particularly the *public* school room. There are a number of excellent men in this county, who would fill the office with credit to themselves and the cause of education, but it is to be feared that they can not be induced to take the office at any thing like the present salary. There is not an office in the county that is attended with so much labor and responsibility as the Superintendency; and it is a burning shame to ask a competent man to perform its various duties for the beggerly sum of $600 per annum. We hope the next convention will not commit the error of electing a man to serve at a *low* salary, with the expectation that it will not cost him any thing to travel the county, if the people think proper to entertain him free of expense, well and good, but don't presume too much on their liberality. Those who would ask him to work for half price, are in all probability, the very ones who would charge him full price for a night's lodging. Give him such a salary as will enable him to pay his expenses, if he must, and have something left to remunerate him for his time and labor.

X.

For the Democratic Watchman

SUPREME JUDGE.

As the Democratic party will be required to select a candidate for Judge of the Supreme Court in place of Judge Black, permit me to suggest the name of Hon. Joel Jones of Philadelphia, as in all respects a man admirably suited to the station and one who would make a first rate Judge. He is an excellent lawyer, well read in the land laws of Pennsylvania, and has also much experience in commercial law having been for fourteen years Judge of the District Court of Philadelphia, during which time he gave entire satisfaction to all who had business in that court and retired from the Bench, when his term expired, with the repeated confidence of the Bar and community. He is a Democrat whose fidelity to this party has never been questioned, but at the same time free from a partisan spirit in the discharge of his duties as a judge. His character as a man is eminently pure and blameless. His location would also seem to entitle his claims to consideration as Philadelphia has really no representation on the Supreme Bench. This great city which contributes so largely to the revenue of the State is certainly entitled to be considered in the selection of judges. Take him altogether then I do not think the Democratic party could select a man who unites so many qualifications or who would make a more useful and acceptable Judge.

CENTRE.

WHAT WILL NOT THE MAGGOT GIN PACKER?

A correspondent of the Philadelphia Evening *Journal*, writing from Harrisburg, under date of Feb. 27th, speaks thus:

"The delegates to the State Convention are beginning to come in rapidly, most of them will be here by to-morrow night. Delegations are beginning to express their particular preferences. For instance, the four members from Dauphin and Northumberland, are for Gen. Packer, so are the three from Schuylkill, the five from Berks, the three from Lycoming, Clinton and Potter, the five from Susquehanna, Wyoming and Bradford, one from Tioga, and so on until you count up forty five certain to be cast for him on the first ballot. Everything seems to confirm my former impression that Packer's nomination is a certainty.

"This impression seems to be confirmed by the opinion which Judge Wilmot is known to have expressed confidentially, although a political opponent, that Gen. Packer will be the strongest man the Democratic convention can nominate. That party never fails to nominate its strongest man when it considers the conflict doubtful."

The *Journal*, during the last campaign was Republican in politics, and is still opposed to the Democracy, but what new name its politics may assume we would not dare to surmise.

CAL. JNO. W. GEARY has resigned the office of Governor of Kansas and came home. Cause—shire cowardice, and lack of firmness. There are in Kansas a set of desperadoes and murderers, gone there for the purpose of plunder, whom it requires a man to govern, and it would be fortunate indeed if the President could find a man of General Jackson courage to place in the position. We have no doubt Buchanan will make a good appointment, and say like Gen. Jackson—by the eternal they shall be stopped.

COL. HENRY S. MAGRAW, (Democrat) the present worthy incumbent, was re-elected State Treasurer, on the 10th inst., over Jacob Dock, opposition.

NEW corn in the vicinity of New Orleans is said to be a foot high.