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Eleventh Annual Report of the Pennsylvania Railroad Company.

OFFICE OF THE PENNA. R. R. Co., PHILA., Jan. 30, 1857. To the Stockholders of the Pennsulvania Railroad Company:—At the time of your last annual meeting, the business of the company and the condition of the country were highly prosperous. Every indication pointed to the continuance of financial ease during the year, and the uninterrupted prosperity of your enterprise. Apprehensions, it is true. were felt that the large individual and corporate indebtedness of every section of the country would, in time, lead to a monetary crisis; but there was no expectation that it would come so suddenly or be marked by such unprecedented violence. Now that it has in a great measure passed, we can discover no sufficient reason for the intensity of the panic. Its effects are familiar to all, and it is to these it is due that you failed to rereceive your usual semi-annual dividend in November last. The profits of the company were sufficient to justify a reasonable dividend at that time, but they had been invested in the construction and equipment of the road, under the impression that a sale of your second mortgage bonds would enable us to replace them in season to meet the legitimate expectations of the shareholders. The nearly total prostration of corporate and individual credits throughout the country, in No-vember, prevented the accomplishment of this road, ten years since, was but 51,568; and object. Between placing the credit of the Company in jeopardy, or the sacrifice of its but 65,751. The equivalent through passen-Company in jeopardy, or the sacrifice of its securities, and the temporary inconvenience of some of its shareholders, the Board could not hesitate.

The permanent interests of all the stockholders, which it was their duty to consult, have doubtless been promoted by the course adopted. Sound policy dictated that, under the circumstances, all of the means of the Company should be directed to the reduction of its unfunded liabilities. These, we have the gratification to inform you, have been met to an extent that renders certain the payment of a dividend in May next.

The Board have resolved to further reduce the floating or unfunded debt, which does not exceed five per cent. on the canital stock paid at the present time, to three per cent., and thereafter not allow it to exceed this limit.— As the accounts of the Company, after making ample deduction for the contingent or renewal fund, will justify the payment of the suspended dividend, it has been urged that this should be divided among the shareholders, in scrip convertible into bonds or stock of the Company at par. As neither of these methods of payment could be resorted to without operating injuriously upon the sale of the securities of the Company, the suggestion has not been adopted. At a later period, however, it may be advisable to make this

disposition of these profits. It will be seen from the settlement of the Treasurer, annexed to this report, that there has been received in payment from shareholders in the capital stock of the Company

up to January 1, 1858:	_	_
The state of the s	\$13,206,625	00
And from loans,	8,190,523	71
Balance of interest and dividend due to stock holders and State tax on coupons unpaid, Balance remaining to credit of contingent	30,281	96
and renewal fund.	371,515	76
Balance of profits for the years 1856 and 1857 (see Treasurer's report) Amount of bonds due State of Pennsylvania	979,272	17
for purchase of main line of public works,	7,500,000	00
	\$30,278,251	73

Which has been expended as follows:-Eastern division, \$5,681,363 07 7,738,373 77 Second track, Foremen's, workmen's and tool 89,466 93 houses, New office building, Philada., 70,414 10 204,153 29 45,264 28 1,345,051 30 1,018,357 52 181,953 68 33,930 01 Shop machinery, Telegraph line, Locomotives, Freight cars, Passenger cars, Road cars, Extension of Pennyslvania railroad to Pittsburg and Steu-benville railroad, 2,696 08

Amount, \$20,356,167 37

Balance of profits of road November 1, 1855, after paying interest to stockholders, credited to cast of construction, as required by the charter of the Company, 589,185 79 Cost of road and outfit, &c., Cost of the Main Line of the 19,766,981 58 Public Works, purchased from the State of Pennsylvania,

Total cost of roads and canals belonging to the Company, 27,266,981 58 Subscriptions to Western rail-roads, and stock dividends from same, Bonds of municipal and other 1,666,050 00 142,952 50 corporations, Bills and accounts receivable, Balance in hands of agents, Balance in hands of Treasurer,

252,662 61 December 31, 1857, The earnings of the road during the year, The earnings of the road during the year, as reported by the General Superintendent were,

From which deduct tolls paid for use of other roads, as follows:—Philadelphia and Columbia (State) Railroad, to July 31,

Harrrisburg & Lancaster R. R. 224,249 7

July 31, \$239,395 97
Harrrisburg & Lancaster R. R. 221,249 71
Northern Central R. R., 46,901 17
Philadelphia City R. R., 5,303 90 \$515,840 84 Leaving the business of the Pennsylvania \$4,339,828 92 Railroad proper, From this deduct transportation expendi-

ture and tonnage duties, Leaving the surplus earnings of the road for \$1,854,926 86 1857, From which deduct the following items, not included in the statement of the Gene-

not included in the statement of the sta

Balance of rent account,
Dif. in interest on bills payable
and receivable, say,
Five months of accrued interest
on purchase of Main Lin;
Jan. 1,

156,250 00 754,775 91

There is a balance of \$1,100,150 95 which is more than of eight percent, up of tall of the Com-

The high price that prevailed during the Johnstown possesses no value, except what year for labor and materials, aided to the large amount of expenditure incurred for iron | is due to the material of which its track is rails, cross ties, and bridge repairs, would constructed.

WILLIAM LEWIS,

Editor and Proprietor.

HUNTINGDON, PA., FEBRUARY 10, 1858.

14 narrow

---PERSEVERE.--

NO. 34.

seem to render any additional allowance for \$924,473 95, which is equivalent to a dividend of seven per cent. upon the present cap-sarily been heavy, all of which have been ital of the company. The tables appended to the report of the General Superintendent exhibit the earnings and expenses of the road in detail. It will be seen by reference to these, that the whole number of passengers conveyed during the year between Harrisburg and Pittsburgh is equivalent to 143,613 passing over the whole length of the road, showing a decrease, as compared with 1856,

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of 5040 passengers, and a decrease in receipts for first class passengers of \$9735, and for emigrants \$1395. Upon the Harrisburg and Lancaster Rail-road, (leased by this Company,) the equiva-lent through passengers, adding the number carried over the Columbia branch of that road an equivalent distance, was 140,329, being 3284 less than the equivalent through passengers on the Pennsylvania Railroad, showing the local business of the Pennsylvania Railroad, though traversing a mountainous region, intersected by rich valleys, to be greater than that of its associate, though passing, for its whole length, through the wealthy and populous counties of Dauphin and Lancaster. The equivalent through passengers on the Harrisburg and Lancaster road previous to the commencement of the Pennaylvania Rail-

gers on the latter road, in 1856, was 207,086. Should the travel upon these lines increase with the same rapidity for the next ten years, the prospects of our Company will fully equal the expectations of those who have formed the most sanguine anticipations of its future. The gross earnings of the road for freight, during the year, were \$3,376,516 26; being an increase over the year 1856, of \$132,284

of 2 tons, and the local, including coal, to 358,347 tons—an increase of 6,910 on the through, and 69,418 on the local tonnage.—
The aggregate tonnage for the year was 530, 420 tons, in which is included 200,392 tons of gas and other coals, carried in the cars of the period above stated. It is proper, however, to remark that the earnings up to the the Company. In addition to this there were 296,297 tons of freight transported in the cars of individuals, of which 97,619 tons of coal were delivered in Pittsburgh.

development of the traffic of the line.

Main Line of Public Works was transferred, by proclamation of the Governor of the Com- items, was \$47,125.

monwealth, to this Company.

The price required to be paid for the works was \$7,500,000, in the bonds of this Company, bearing five per cent. interest, the State relinquishing her reserved right to purchase the Pennsylvania Railroad. Of these bonds, \$100,000 are payable on the 31st day | the second track during the year. The amount of July, 1858, and \$100,000 annually thereafter until July 31, 1890, when the payments | tends from Pittsburg to Altoona, a distance will be at the rate of \$1,000,000 per annum of 117 miles, is 92 miles. There is, also, on until the whole amount is paid, excepting the last payment falling due July 31, 1894, amounting to \$300,000. The terms of the bill of sale have been fully complied with, to Harrisburg, 132 miles, the length of section of the data of the Company for the section of the data of the Company for the last reach last is 70 miles. There is, also, on this division, 13 miles of sidings and a branch to Indiana, containing 20½ miles of single track On the eastern division, from Altoona to Harrisburg, 132 miles, the length of section of the last payment falling and a branch to Indiana, containing 20½ miles of single track On the eastern division, from Altoona to Harrisburg, 132 miles, also, on the last payment falling due July 31, 1894, and the last pay bill of sale have been fully complied with, to Harrisburg, 132 miles, the length of secand the bonds of the Company for the ond track laid is 70 miles, and 12½ miles of amounts required delivered to the Treasurer

of the State. Appended to this report will be found a statement, marked A, showing the amount track. of principal due on the 31st day of July of each year, and the amount of interest payable each half year. It is seen that, under the gradual extinguishment of the debt to the State, as required by the bill, the amount of interest and instalment of principal due in | gle track, by the aid of the telegraph system, 1866, is \$435,000. If this amount should be renders it less important to continue the exset apart annually thereafter to meet interest and principal due each year, and the surplus, after such payments, applied to a sinking fund, this fund would be sufficient to meet the remainder of the debt at maturity, of the road. The accommodations for pasif re-invested semi-annually at the rate of

only five per cent. per annum. It is proposed to credit profit and loss acdend of one per cent. upon its capital, and divide the same among the stockholders, in | wish to bring all of the roads with which we scrip convertible into the stock of the Com- connect at Pittsburg into one station, for pany. The price required for these works which this Company has provided ample sessed by this gentleman of railway accounts, is much more than they were worth to the grounds. The causes that have delayed the and his minute knowledge of the value of all State or than could have been safely paid | commencement of this station house, will, we | articles of railway consumption, added to his for them by any other purchaser, expecting think, soon be overcome, when arrangements high character for integrity, peculiarly fit to comply with the terms of sale. The acceptance of these terms by the Pennsylvania Railroad Company is justified by the greater efficiency with which the whole line between Philadelphia and Pittsburg could be operated when placed under one control-an efficiency, which the close competition between lay, succeeded in placing its eastern termitions of that department were extended bethe four East and West lines, in price, speed nus on the Pittsburg side of the Allegheny and the mountains, as Superintendent of and accommodation, rendered a paramount

consideration. The purchase embraces 104 miles of canal on the west, and 181 miles (including the Swatara feeder, two and a half miles long.) on the east side of the Allegheny mountain; 37 miles of railway, part double and part single track, between Johnstown and Hollidaysburg; 80 miles of double track railroad between Philadelphia and the Susquehanna river; together with all the real estate, locomotives, cars, and all other property connected with, or in anywise appertaining

thereto. The canals purchased were found to be in a very dilapidated condition, having, in addition to a neglect of necessary annual repairs, suffered much from the frequent freshets of the past spring. Very little progress had been made in repairing these breaches, when the line was transferred to this Company. The railroad between Hollidaysburg and

The condition of the Philadelphia and Co deterioration unnecessary; but if we place the "contingent and renewal fund" \$175,- to be scarcely more favorable than that of 677, there would still remain a nett profit of the canals; and the expenditures required at charged to current expenses.

It appears that nothing except the daily supplies necessary to keep the trains in mo-tion was purchased by those in charge of this road, for its operation and maintenance, after the passage of the Sale bill. After the sale the articles on hand then purchased by the Pennsylvania Railroad Company, were used to work and repair the road until its delivery, on the first of August, a period of thirty-six days, while the receipts of all of the works were appropriated to the use of the original owners, leaving a just claim for indemnification on the part of this Company.

In the repairs of this road during the five months, ending December 31, 1857, that it Ohio river. With this object in view, assishas been in our possession, \$54,291 have been expended for iron rails, \$29,269 for ties, Fort Wayne and Chicago, the Steubenville chairs, frogs, spikes, and for repairs of bridges, and \$3,605 for the renewal and re-nati Railroad Companies. pairs of water stations, for which no expenditures were made by the State for the previous seven months.

We refer to this subject in explanation of what would otherwise appear to be a heavy outlay upon this portion of the road—now known as the Philadelphia Division of the Pennsylvania Railroad. The tracks of this division at present are in good order, but they will require more than their due proportion of iron to maintain them in like condition for the next twelve months.

The ordinary running expenses of this portion of the line have been largely curtailed, and will be further reduced as circumstances permit.

By reference to the tabular statements appended to this report, it will be seen that the gross earnings of the canal portion of close of navigation in 1857, will be all expended in preparing the works for the open-

The year 1858 will be the first under creased expenditures are mainly due to the line, from Philadelphia to increased tonnage transported. Pittsburgh, will be operated by this Compa- the items of iron rails, chairs, spikes, cross ny, and from this period the accounts of the ties and repairs of bridges, all of which are Company will be kept so as to be of greater approaching the maximum of deterioration, value for future reference in exhibiting the and will not hereafter be very materially exceeded upon the same length of tracks. The On the first day of August last, in con- amount expended for these items during formity with the terms of purchase, sanc- 1857, was \$220,673, of which \$83,560 was tioned by your vote on the 23d of July, the on the Philadelphia Division of the road .-The amount expended in 1856, for the same

The prevailing low price of labor and materials will be sensibly felt during the year 1858, in reduction of expenses, and we think that they will fully compensate for any anticipated decrease in the buisiness of the read.

Very little progress has been made with now laid on the western division, which exsidings. The branch from Altoona to Hollidaysburg, 8 miles in length, including sidings, is equivalent to 10 miles in single

The sum necessary to complete the entire double track, and substituting iron for the present wooden bridges, except the Susquehanna bridge, is estimated at \$1,088,396 36. The facilities now afforded for operating a sin-

of the line shows some considerable increase. the accommodation of the freighting buisiness sengers at the stations on the line are yet deficient, particulary upon that portion recencount with the reduction of the principal of Pittsburg. The erection of a suitable stathe debt, when paid from the resources of | tion at the latter point has been delayed chiefthe Company, after it shall amount to a divi- | ly in consequence of the uncertain movements of our western connections. It has been our

for its erection will be made. The expectations expressed in the last annual report of the board in relation to an early has been filled by the appointment of Thomconnection with the Pittsburg, Fort Wayne as A. Scott, Esq., who has been connected and Chicago Railroad have not been realised. with the transportation department since its That Company has, however, after much de- organization, and has acted since the operariver; but owing to the interposition of municipal objections to the passage of Penn St., their road has not yet been connected with that of this company. These difficulties we that the high reputation of the road for safetrust will soon be overcome, and the inconveniences to which passengers have been sub-

jected at Pittsburg, obviated. The transfer of passengers from wide to narrow cars at Harrisburg still continues, in | in promoting the economical management of consequence of delays attending the procure- the road. ment from Councils of the privilege of inthe height of the tunnel on the Harrisburg Farnum, and Geo. W. Carpenter—the two and Lancaster road is also important to effect first on account of their private engagements, this object. That company has consented to and the last from bodily affliction, which has make this change during the ensuing spring. As soon as these alterations are made the inconvenience referred to will cease, and the charges on our route be reduced below those of any other line to the West,

The rolling stock upon the Pennsylvania Railroad, consisted, at the close of the year, of 216 freight and passenger locomotives. 54 wide passenger cars.

31 emigrant cars. 18 baggage cars, with mail appartments without 188 eight wheeled stock cars. 1264 eight wheeled house cars for general merchandise 109 four wheeled house cars for general merchandise. 292 eight wheeled lumber, coal or wood trucks. 92 four wheeled coal cars. The outfit is deemed sufficient to meet any

lemand that can arise during the present It has been the policy of this Company to aid in the construction of western railways,

designed to facilitate trade to and from its road, and to avoid the serious inconvenience and loss to its freighting business, from the uncertain character of the navigation of the and Indiana, and the Marietta and Cincin-The two first named works have, to a con-

siderable extent, met the objects for which the investment was made, but neither have yet succeeded in obtaining such connexions as would have justified the expenditures that have been made on their account.

The continuation of the Pittsburgh and Fort Wayne road to Chicago, and an independent line from Steubenville to Pittsburgh, seem to be essential to give to them the ability to repay us for the expenditures incurred, or prove profitable to their shareholders .-We expected to have been able, ere this, to report that these objects have been accomplished, but the continued financial embarasments of the country have prevented the pro-curement of the means required for that pur-

Arrangements are now in progress, which it is believed will lead to the completion of these connections. When finshed, they will secure to this Company all the indirect advantages anticipated from their construction; while the lapse of a few years will enable the Companies to relieve themselves from their embarrassments, and make direct returns to their shareholders. Both works occupy favorable locations for traffic, and would, but for their inability to procure funds at reason-

The financial difficulties of the Marietta and dincinnati Railroad Company have prevented the extension of its road to a point in bold defiance of their sacred rights. He great devotion by the men, once more across that would render the investment made in its shares by the Company, either diretly or indirectly, profitable to it. These embarrassments have induced the Directors of that Company to call a meeting of its shareholders and creditors, on the 10th day of February, at which meeting this Company will be duly represented.

The advantages anticipated by the stockholders from a connection with this line. would doubtless, have been fully justified by the results, had the subscription, as recommended by the directors, been made contingent upon the Marietta and Cincinnati Company, securing additional means from other sources, to complete their whole line to Wheeling.

The attempt to consolidate the Marietta and Cincinnati Company with the Chartiers Valley and Hempfield Railroad Companies, alluded to in the last annual report of your Board, was not successful, and we do not think that such a combination, owing to the embarrassed financial condition of all these Companies, would have been attended with useful results.

The additional business that has devolved upon the General Superintendent, in consequence of the acquisition of the State works, and the increased traffic upon the whole line, having proved too great for the close supervision of all the operations of the Company by one head, the Board, at the suggestion of penditure for this object, until the buisiness | ted the business of the transportation department into two divisions. To one is commitroad, while to the other is given the supervision and auditing of all of the accounts of the Company; the first to be known as General tly purchased of the Commonwealth, and at | Superintendent, and the other as 'Controller and Auditor."

The office of Controller and Auditor has been filled by the appointment of H. J. Lombert, Esq., who has so long and successfully managed the whole line as General Superintendent. The thorough acquaintance pos-

him for the post. the Western Division. From the successful administration of the duties heretofore confided to him, the Board has entire confidence ty and the despatch of its business, will be fully preserved, while a comparative release from office duties will enable the General Superintendent to exercise a larger influence

The Board have to regret the loss, by resfor some months deprived the Company of Company. These vacancies have been filled of sectional Presidents. by the appointment of Messrs. John Hulme, G. D. Rusengarten, and Wistar Morris-gentimen well known to this community.

Speech of Hon. John Hickman. On Thursday, the 28th ult, in the National House of Representatives, the Hon. Mr. Hick-

man, the Democratic member from the Sixth Congressional District, composed of Chester and Delaware counties, delivered an able trict almost within sight of Wheatland, Mr. from one of the soundest Democrats in the whole Keystone, it will be read by the people throughout the Union with unusual interest. It reflects the old-fashioned Pennsylvania doctrine which all hands subscribe to-which we all feel so much pride in-and which we all regard as the inherent principle of republican institutions, introvertible and unassailable. Let us stick to it—cherish it. It is our bulwark-let us defend it at whatever

The following is a slight sketch of Mr. Hickman's remarks:

"Mr. Hickman, of Pennsylvania, said he was compelled to to dissent from the views of the President on the Kansas question. But his opposition to the President's treatment of Kansas did not arise from any objection to slavery, but it was based on a foundation more plainly understood, namely:—A violation of the declared principle of the Kansas Nebraska act. To ask him to support the Lecompton constitution would be to insult him, by casting a suspicion on his integrity. He might stand alone, but he would not part with his free thoughts for a throne. He knew different motives would be attribted to him. If his conduct, bearing immediately or remotely on southern institutions, should subject

him to the anathemas of his southern friends, before knew that it embraced all the domes- first gave us such pleasant relief and shelter. tic institutions, while, by the Kansas-Nebraska law, the people were to be perfectly free to reveal, the air still filled with driven to act in their own way. This doctrine of snow—the animals soon came driven in, and popular sovereignty is not so popular as it mingled in confusion with men, went crunch was. It was formerly supposed to mean some- ing the snow in the confined and wretched thing, giving the people power over all do-mestic institutions. But now, as thought by was not a time to dwell on the fact that from the President, it is to be sweated down to the that mountain desert there was no retreat contemptible dimensions as to whether they nor any shelter near, but a time for action. shall hold a negro in bonds or not. This is But for six hours the frost or frozen fog fell all the extent of popular sovereignty. The case, however, is worse. It is false pretence. The question of slavery could not be voted to the case, however, is worse. It is false pretence. The question of slavery could not be voted to the case of t on, because the proviso to the Lecompton con- ter the ice broke in the middle. Marching stitution rendered this impossible, for the ten miles only, I got a better camp, and reason that it declares slavery shall not be in- herded the horses on the hills; it was a difterfered with as it now exists. And it now ferent road, where a few days before the exists in Kansas just as firmly as in South | bodies of three frozen men were found. Carolina. This was the first time he had Democrats are all bound to support the Le- | wagons were abandoned. conceal the fact. How had it occurred that no dles; and some sabres. Democratic officials were found strong enough Next day the corn gave out; and the mules to stand the atmosphere of Kansas? Four were dying. Democratic Governors have successively been

The reply to the question, "What is to be done with those who vote against the Lecomp- gether as a separate command by day; the ton Constitution?" was given in a Southern morning of the twelfth a number of them newspaper. They are to be branded, have were frost-bitten from not being in motion, The position of General Superintendent their ears slit, and be then read out of the although standing by fires. That day eigh-Democratic party. But care must be taken teen miles were marchd to Big Sandy, where that too many men of the North are not read the guide found grass, and fuel with it; so out of the organization. He thought that he good that the 13th was made a day of rest; had a pretty distinct recollection of the necessity which existed for strenuous efforts to | Fifty horses had been lost since leaving Larsecure the vote of Pennsylvania for Mr. Buchanan, and remembered, too, what feeling there was in the South, lest the Presidency should fall on a sectional party. Might he not then inquire why the soldiers in that contest should be slaughtered so unceremoniously. To support the Lecompton constitution was to support that which was begotten in fraud and brought forth in iniquity. He scorned the recommendation to admit Kansas on the ground of expediency, in the absence of right. It was in direct violation and creasing the space between the tracks of the pledges which had been Philadelphia city railroad. An alteration in its members, Messrs. C. E. Spangler, John made to the people, and violative of the title contempt of the pledges which had been by which President Buchanan holds his prest the horrors of a disastrous retreat. ent position. Had the President's annual message been read before the election of 1856, there is no telling how large a major-

There are one hundred and twentyeight counties in the State of Texas.

Col. Cook's March to join the Utah Army---Terrible Suffering.

Col. Cook's report to the Adjutant General of the Utah army, of his march from the Missouri to the valley of the Salt Lake, is full of matter of curious interest. He started in command of six companies of second dragoons: from Fort Léavenworth, on 17th September; and his journal ends with his arrival at Fort Bridger on the 19th of November .-He says:-

The regiment had been hastily recalled from service in the field, and allowed three or four days only by my then commanding officer to prepare for a march of eleven hundred miles, over an uninhabited and mountain wilderness. In that time the six companies of the regiment who were to compose the expedition were organized; one hundred and ten transfers necessarily made from and to other companies; horses to be condemned and many to be obtained; the companies paid, and about fifty desertions occurred; the commanders of four of them changed.

I marched them on the 17th. Then it was to be proved that three or four more days were to be lost in waiting for the quarter-President's Message relative to Kansas affairs. Coming from Pennsylvania, and from a dismules were furnished, which the same day had arrived from a march of perhaps 2000 miles to and from Bridger's Pass; above 100 Buchanan's place of residence; and coming of the others were nearly worthless from want and age, and requiring several hours to harness a team. On the morning of the 19th, twenty-seven teamsters were wanting, and men were furnished utterly ignorant of the business and without outfits. Half allowance, or six pounds a day of corn for horses and mules, was the largest item of transportation; three or four laundresses, with their children, were with each company.

The regular journal of each day's march is given, how it rained, and how the mules died, and the men complained. On October 5th he arrived at Fort Kearney; on the 15th crossed the South Platte—the thermometer was at 13, and the river full of ice.

It was discretionary with Col. Cook to winter at Fort Laramic or to post on to Salt Lake. He preferred the latter course. On November 4th his command was at Sweet Water Pass, in the Rocky Mountains; next day they gained Devil's Gate.

On the 6th, we found the ground once more white, and the snow falling, but then very moderately. I marched as usual. On a four mile hill, the north wind and drifting snow became severe; the air seemed turned to a frozen fog; nothing could be seen: we were struggling in a freezing cloud. The lofty wall at "Three Crossings" was a happy relief, but the guide, who had lately passed there, was relentless in pronouncing that there was no grass; the idea of finding and feeding upon grass in that wintry storm, unso be it. He should not conceal his senti- der the deep snow, was hard to entertain, ments in order to obtain a charitable con- but as he promised grass and other shelter structions. The attempt to force the Lecomp- | two miles further, we marched on, crossing ton constitution on an unwilling people by force or fraud, would induce him to resist it. He would grant to his brethren what he beined force or fraud, would induce him to resist it. claimed for himself, namely, the exercise of the promised shelter; only a part of the their rights in their fullness, conferred by the regiment could huddle there in the deep pure spirit of liberty. This was the golden | snow; while, the long night through, the constitutional rule, sound alike both for in- storm continued, and in fearful eddies from dividuals and States. He strongly denounced above, before, behind, drove the falling and could not lend himself to any movement to the stream, and three-quarters of a mile beundermine the foundation on which legisla-tion rests, or falsify the pledges made by Dem- which almost faced the storm; there the famocrats to the people of the country during the last Presidential election. In alluding to the to eat, but desperately gathered in a mass, President's message, he said he always knew slavery was a peculiar institution, but never back to the ford where the lofty precipice

The morning light had nothing cheering

On the 8th the thermometer stood 44 deg. learned that that State is a free State, where below the freezing point. The snow was the institution shall not be disturbed. Where deep, twenty-three mules gave out, and five

compton constitution, simply because it has Nine trooper horses were left freezing and the Executive approbation? He should as dying on the road, and a number of soliders soon admit a bastard to be a lawful heir, as and teamsters had been frost-bitten. It was the late General Superintendent, has separated that constitution to be the representative of a desperately cold night; the thermometers ted the business of the transportation departition to be the representative of were broken, but by comparison must have blood in it. The Kansas Legislature never | marked 25 deg. below zero. A bottle of sher-Additional warehouse room is required for ted the supervision of the active operations was a lawful body, and hence the acts emandation of the freighting buisiness of all the sub-departments for working the nating from it were illegal. Ruffianism has fifty mules in thirty hours, the morning of there held sway from the beginning to the the 11th, on the report of the quartermaster, present time; and, in order to conceal this I felt bound to leave a wagon in the bushes, from everybody, efforts have been made to filled with seventy-four extra saddles and bri

They gnawed and destroyed four waron sent thither, and all have returned telling the tounges, a number of wagon covers, ate their same story, and in nearly the same words- ropes, and getting loose ate the sage fuel colthat popular sovereignty was crushed out of kansas.

Fopes, and getting to the string words—that popular sovereignty was crushed out of lected at the tents. Some of these they also atacked. Nine died The fast growing companies to the string words at the string words. pany of dismounted men were marched to-

He closes the report of his march with

the following: I have 144 horses and have lost 134.— Most of the loss has occured this side of the South Pass, in comparatively moderate weather. It has been of starvation. The earth has a no more lifeless, treeless, grassless desert; it contains scarcely a wolf to glut itself on the hundreds of dead and frozen animals which, for thirty miles, nearly block the road with abandoned and shattered preperty.— They mark, perhaps, beyond example in history, the steps of an advancing army with

OPPRESSIVE LAW .- In the year 1632 the the benefits of his long experience and judi- ity there would have been against him. Let General Court of Plymouth Colony made cious counsel. Messrs. Spangler and Car- Kansas be forced into the Union with the Le- this law, which, from its contrast of our way penter were the only remaining members of compton constitution, and there will be an of doing things, is worth notice: "That whothe original Board at the organization of the end of national platforms and the beginning soever refuses the office of governor, shall pay twenty pounds sterling, unless he were chosen two years going; and whoever refuses the office of counsellor or magistrate, tenpounds sterling."