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Canandaigua is at present the point of departure for the express which runs upon the New York Central for receiving the Pennsylvania coal, which comes from Elmira and Williamsport over the almost straight, due North and South, through line of our Northern Railway to Eastford, which receives the Wilkes-Barre basin, which receives the North Branch Susquehanna at Milton, above Sanbury, and the anthracites of the Schuylkill county basins from Shamokin, Ashland and Pottsville.

Canandaigua is therefore the depot of Pennsylvania in the heart of New York. To Canandaigua the anthracites go over narrow gauge roads, and are then rolled in Pennsylvania. The route from Elmira, Williamsport and Williamsport and Elmira, to Canandaigua is, at present the shortest; it is well organized; is under Pennsylvania direction; and delivers coal to Buffalo, for the great West, in competition with the Sanbury and Erie line, delivering the same anthracites

Canandaigua, however, is too near Buffalo to please the New York Central company, which can now only collect tolls for anthracite (going west) over less than one-third of its line of road. The New York Central would like to shift this coal point from Canandaigua (the end of the Northern Central Railroad of Pennsylvania) to Auburn, 40 miles further east, to Syracuse, 99 miles further east, or even to Utica, 106 miles further east; points at which connection can be made with life basins for 10 years or two, be completely made; viz. Utica, Auburn, Malone and Oneida.

The great obstacles to these connections is the grand gauche of the New York and Erie Railroad. The narrow gauge, which runs from New York to Oswego (in progress), via Syracuse and Utica, Hamilton (completed), and via Utica, Norwich and Binghamton (in progress), is being extended as an extension and connection effected by the Peacker's Leligh Valley road, up the North Branch Susquehanna, to the other by the Delaware and Lackawanna Company, now making great efforts and laying great plans for supplying all the demands of New York State and its connections with this indispensable sort of fact.

gauge Lehigh Valley, and Delaware and Lackawanna, have already connected with the New York and Erie they tranship their coal upon it. The New York Central, also, has narrow gauge branches over to the New York and Erie. But to make this double system available certain narrow gauge connections are still required. *Where* these are made—when the Lehigh and Scranton coals get running freely across the New York and Erie, to the great central valley of New York State, and offer themselves for being switched on the New York Central Railway at Syracuse and Utica—the

New York favors will no longer be shown to Pennsylvania coals going via Williamsport and Elmira, to Catsandauqua. That line will be abandoned out into the cold, for the sake of forcing the Westward bound anthracite elites to go over as large a section of the New York Central as possible.

To meet this close-at-hand emergency, to preserve the independence of our West Branch Susquehanna connections, as well as to open up another and still shorter transportation for the anthracites to the Lakes, the valley next west of the valley of the Lycoming Creek (up which the Williamsport

This is the first line which the bill obliges the Pennsylvania Central Railroad to guarantee the building of. It is already made from Buffalo to

Aurora, in two or three years, a steady stream of anthracite coal trains deserting the present Canandaigua line and ignoring the existence of both the New York Central and the New York and Erie altogether, will flow across the Potter county summit to the Lake at Buffalo; while another similar and even larger stream will flow along the present Philadelphia and Erie Railway directly to the Lake at Erie. And the reflex of these two streams of trains, will bring past Williamsport and Harrisburg, at least two-thirds of all that portion of the grain trade of the West which

2. But the West wants bituminous coal as well as anthracite. It gets it at present from the lake deposits of Cleveland, supplied with its stock chiefly from the (Ohio) Mahoning at Beaver river country (lying along the Pennsylvania and Ohio State line). Many plans have been laid for making Erie a depot for the coals of North-western Pennsylvania. But here lies the difficulty: the coal beds of the Upper Allegheny river, county are the bottom beds of the Lower Coal System generally thin and poor; and the

Geographical areas are mere isolated patches scattered about here and there over the high country, and consequently to be worked only at a great disadvantage. They are the same bare patches of which remain upon the mountains about Massillon, Akron and the neighboring towns of Northeast Ohio.

Eric can never become a great bituminous coal depot until it has connections made for it with one of the choicest of our coal fields and the undeveloped central region of Cleveland and Jefferson counties, shut in behind mountains at present covered with

The bill just passed by the Legislature provides for both these con-

It guarantees a railroad from Reynoldsville and Lethersburg, in the northwest corner of Clearfield county, down the Toby and up the Clarion, past Ridgway, over to and down Potato creek, through Elk and McKean, and down the valley of the Allegheny river to Olean, there to unite with the Pine Creek line for Buffalo, taking the isolated Bunker Hill and field in its way. Thus the splendid and rich western tier of beds of the Jeffersonian system, Third and Fourth basins, with all their iron ores, and iron smelted on the ground, and timber, will have an outlet into Western New York. But long before this route is finished through to its Buffalo connections it will be pouring its millions of tons of the best bituminous coal in the world upon the Philadelphia and Erie track, at or near Ridgway, bound for Erie.

To reach this, necessarily a still further route is guaranteed. The Beaver river coals are now kept away from Erie, because the Atlantic and Great Western branch of the New York and Erie Railway is *brail* gaged. This road crosses Northwestern Pennsylvania in a northeast and southwest direction. It intersects the narrow gauge Philadelphia and Erie road, running southeast northwest, at Corry. Its coal freight, therefore, passes through Erie, or into the Genesee country of New York, and can get bound down to the lake only after a detour, and even then at *bumper* price. It will provide for a short switch-off of less than thirty miles, before reaching Corry, down to Erie; or for shorter switch-off on to the Philadelphia and Erie road, and a third rail upon this latter line down to Erie. By this means Erie, and a depot for all the rest of the western tier of its rich coals, like meadow, will be secured.

3. Finally, the bill opens up the splendid Pittsburg Bed and Upper Coal System region of the Monongahela, to the Ohio river and Great Lakes. It will start from the south bank of the Monongahela river, at its mouth opposite Pittsburg (where it will be in connection with the Steuvenville Railroad and other western branches of the Pennsylvania Central) and it will ascend the Monongahela river to New Grant, near the Virginia and Pennsylvania State line, and will the way along its line it will have the outcrops of the great Pittsburg Coal Bed in the hillsides overhanging the track. Innumerable short incline planes will receive the fuel from horizontal gangways in the bed, and deliver it into scutes upon its sidings. Up every ravine, short laterals, with moderate grades, will ascend to the three workable beds which overlie the Pittsburg Bed, and which form the bulk of the Upper Coal Measure System of Southwestern Pennsylvania. These beds underlie (above water level) the whole upper country of Greene and Washington counties, and constitute a perfectly exhaustless field of the richest and purest of bituminous coals, interstratified with limestone strata from ten to eighty feet thick. There is no predicting the future wealth of this section of the State when the line brought into connection with the Ohio river and the lakes. A branch road will run to the county seat of Washington for the accommodation of the wool and wheat interests of that part of the surface of the State.

What has been said is quite enough to justify the Legislature in its ready acquiescence with the resolutions embodied in this bill; and no financial objection appears to mar our perfect satisfaction in the whole affair. The guarantee it gives the State Treasurer of the Pittsburg Bed, and which funds which are unproductive and appropriated for the most productive kind of expenditure; and even should persons, ignorant of the geographical, mineralogical and commercial aspects of the bill, conceive doubts of its securing the revenues which experienced railroad men know to be assured to it by the history of transportation in the United States, they must still grant, that the State secures by it an amount of future taxable property more than sufficient to pay the interest on the bill. The State will have the power at any time to levy on the railway system which guarantees these new works, whatever may be needful to make good any deficiency. It develops some of its choicest districts without the outlay of a dollar of its funds; and secures its own system of railroad improvements against offences from other systems, in neighboring States, competing with its own for the great markets of the country, with the advantage of holding at present the points of intersection.

ROMANCE IN THE TREASURY DEPARTMENT.—A little romance in the Treasury Department has been the subject of the papers in books. A widow, whose husband at one time filled the position of Minister to China from this country, and who unfortunately had not the secret possessed by Uncle Sam's servants at the present day, of managing metaphysically to kill two birds with one stone, that is, on one salary, to live in the most luxurious style, and at the same time grow rich, at his death left her very poor, with several small children, so that she was forced to go to work to get money to live. She succeeded in getting an office. Now, the lady being very beautiful awakened compassion in the breast of a fellow clerk of the opposite sex, who had an immensely wealthy friend at this very time in search of just such a face to sit opposite him at the table for life. The aforesaid tender-hearted individual wrote at once to his friend at a distance to come and see for himself if this face would do to hang among his family portraits. The rich friend, in the result, is that, after throwing his arms round his disinterested friend's neck in an ecstasy of delight, he exclaimed with the conqueror of old: *Veni, vici, vici*. So the widow's cap will soon be exchanged for a vale of orange blossoms, with the snug little check for two hundred thousand dollars wrapped round the wedding ring by way of making it a "perfect fit."—*Cor. St. Louis Republic.*

The Senate on Monday last confirmed the nomination of Joseph Bradley, of New Jersey, as Associate Justice of the Supreme Court of the United States. Grant hammered a long time to get this job through the mill.

The recent speech of the negro Revels in the U. S. Senate is to be put up into "elegant extracts" and forced upon the New England public schools. An enterprising Yankee is already at work upon the job.

The Central Pacific Railroad has purchased the San Jose Railroad.—The first payment of three and a half million dollars will be made in New York on the first of April.