

THE GAZETTE.

LEWISTOWN, PA.
Friday Evening, Sept. 24, 1852.

FOR PRESIDENT,
WINFIELD SCOTT.
FOR VICE PRESIDENT,
WILLIAM A. GRAHAM,
of North Carolina.

Presidential Electors,
For the State at Large.
ALEXANDER E. BROWN, of Northampton.
JAMES POLLOCK, of Northumberland.
SAMUEL A. PURVANCE, of Butler.
District Electors.
1. William F. Hughes, 13. N. Middlesworth.
2. James Traquair, 14. James H. Campbell.
3. John W. Stokes, 15. James D. Paxton.
4. John P. Veizer, 16. James K. Davidson.
5. Spencer McVaine, 17. John Williamson.
6. James W. Fuller, 18. Ralph Drake.
7. James Pennock, 19. John Linton.
8. John Shaeffer, 20. Archibald Robertson.
9. Jacob Marshall, 21. Thomas J. Bingham.
10. Charles P. Waller, 22. Lewis L. Mord.
11. Davis Aton, 23. Christian Myers.
12. Malbon C. Mercier, 24. Norman Phelps.

JUDGE OF THE SUPREME COURT,
JOSEPH BUFFINGTON,
of Armstrong County.
CANAL COMMISSIONER,
JACOB HOFFMAN,
of Berks County.
FOR CONGRESS,
Gen. William H. Irwin,
of Mifflin County.
ASSEMBLY,
Augustine Wakefield, of Oliver.
COMMISSIONER,
Samuel Comfort, of Granville.
DIRECTOR OF THE POOR,
David Zook, of Union.
AUDITOR,
William Cummins, of Brown.

LEWISTOWN HOTEL.—This well known establishment has been taken by John A. Ross, Esq., whose well known energy will no doubt sustain its previous reputation as a first class hotel.

CONCERT.—Messrs. Coes and Brown, who are represented as excellent musicians, will give a concert of Vocal and Instrumental Music at the Town Hall this (Friday) evening. Admittance only 12c.

We have devoted considerable space in to-day's paper to the proceeding of the Canal Commissioners in relation to the Columbia Railroad, because a labored attempt is steadily made to justify this strange monopoly. Were the Canal Commissioners to carry out the same principle on the Pennsylvania Canal, and give to Bingham & Dock, and their "company," the right of transporting all freight over it, the public would soon awaken to a sense of the wrong now perpetrated, and, rising above party, would at once sweep them from office. The statements of Messrs. Miller and Thompson throw considerable light on the effects likely to be produced on the treasury, and are deserving of an attentive perusal.

Congressional Nomination.
The conference from several counties in this district, met at Look Haven last week, and unanimously agreed to tender the congressional nomination to Gen. Wm. H. Irwin, of Lewistown. Although the district has a slight sprinkling of locofocoism as far as, and probably into, some parts of New York, we hope the whigs throughout will be up and doing and poll their best vote. What possible interest, we should like to know, can the canal commissioner's brother, James Gamble, who is the locofoco nominee, have in this and several adjoining counties, that he should represent them in Congress? None, whatever; and if elected, he will very likely but use his place to rivet canal chains around the necks of taxpayers tighter than they have ever been before. Besides, are a few families in middle Pennsylvania to enjoy all the offices of honor and profit, at the dictation of packed conventions and a rotten delegate system, or will the people soon use their power to block the game that has been evidently prepared for years to come? Our citizens, we hope, will generally vote for Gen. Irwin—not that we expect to elect him—but to show at least that in their opinion, one man out of a family is enough to hold office.

The "Gallant" Pierce.—Geo. M'Lane, Brevet Captain U. S. Army, son of the Hon. Louis M'Lane, gives the following history of the slapping affair in Mexico, recently noticed in the Gazette, over his signature:

"The substance of my observation, in regard to this difficulty of Gen. Pierce's, is, according to my impression, on the night prior to his leaving Mexico, HIS FACE WAS SLAPPED AT A GAME OF CARDS, by an officer of the army, and the indignity was not on the instant, or as far as I learned, subsequently, resented in such a manner as in my opinion it ought to have been, by a man of proper spirit and courage."

We have capitalized and italicized a little in the above extract in order to bring forcibly some portions to the mind of those who howled at Henry Clay, because, as they alleged, he formerly played cards. What will they think now of Pierce, the gallant Pierce, the noble Pierce, whom a locofoco Captain in the United States Army not only accuses of playing cards, but of not being a man of proper spirit and courage when his face is slapped? We hope no locofoco will faint on reading this scrap of history from the life of their illustrious federal candidate.

Scott Meeting.
Quite a spirited meeting, called at short notice, was held in front of the Lewistown Hotel on Monday evening, which was addressed by Judge CONRAD of Philadelphia, and Gen. W. H. Irwin. With a single interruption from some ignoramus, who was decently kicked out of the crowd, the large number of persons in attendance listened with marked attention to Judge Conrad, and when applause did burst forth, it was a spontaneous shout well calculated to wake locofoco babies. Gen. Irwin addressed the meeting in his usual happy style amid repeated applause. THOMAS REED, of Perry, presided, assisted by WILLIAM RAMSEY, Esq., of Alleghy, JOHN TAYLOR, of Brown, JOSEPH M. COGLEY, JOHN NEFF, JOHN SWAN, and a number of others whose names we do not remember.

As usual, since the tremendous ratification meeting at the Town Hall, when about two dozen and a half, including candidates, officeholders, &c., ratified the doings of the locofoco convention, the Democrat not only disparages the meeting, but considering that the junior, who at present edits that paper and is himself an officeholder on the canal, rather inaptly calls Judge Conrad a pensioner from the Philadelphia Custom House. If the Judge holds an office, we presume he receives precisely what the law allows him, in the same manner that a Collector, a President Judge, or his associates, or other officers, receive their pay. Does it follow that they too are pensioners, or will the rule only hold good in the one case?

Judge Woodward and His Nativism.
The Democrat displays a commendable solicitude for the nominee for Supreme Judge, and in publishing his letter of explanation kindly offers us the type in order that we may do "justice" to a political opponent. We have not the room this week, or we should accept its proposition, but couple it with such a statement that might render another explanatory letter necessary. Woodward is evidently one of those lawyers who "deny everything, and call for the proof," as his letter fully shows, but while he attributes his speech to a Whig reporter, he unfortunately omits to discredit the official record of the convention, which at page 444 informs us that George W. Woodward moved to amend an amendment by adding thereto the words—

"And that the said committee be also instructed to enquire into the propriety of amending the Constitution, as to prevent any foreigners who may arrive in this State after the fourth day of July, 1841, from acquiring the right to vote or hold office in this commonwealth."

This proposition tallies precisely with the speech, and if a reporter put the words into his mouth, he most strangely fell into the same vein with the amendment offered. And again, if the whole thing is false, how comes it that Judge Woodward, in a letter to the democracy of this State, dated September 6, 1851, only one year ago, in speaking of this very subject, says:

"Who would complain of my proposition? Certainly no foreigner then in the country—none on his way to this country—none who should choose to come before the 4th of July, 1841, for none of these were to be excluded from anything, either a residence or political privileges, among us. Nor could those who should choose to come after the 4th of July, 1841, complain, for they would have had nearly four years' notice that they were not to share in our political privileges?"

Now, did a whig reporter also write this letter, making a defence of the proposition introduced by Woodward—and if so, how comes it that it was published over his signature? The intelligent reader who will compare the amendment to the resolution, the speech, and the defence of last year, will not be slow in discovering that there is a resemblance in them—so much so that it will not do to deny a part.

HOPKINS'S NERVE.—The Democrat, last week, gave a denial to the assertion that their candidate for Canal Commissioner had stated he wanted nerve to oppose his party on a certain occasion some years ago. Well, here is the extract, as reported in the Harrisburg newspapers of 1849, and thus far never contradicted:

"I receded in voting on the resolution relative to the resumption of specie payments. I believe the final passage of that resolution would produce a scene of RUIN and DISASTER from the center to the circumference of the Commonwealth. But I HAD NOT THE NERVE to array myself against the Democracy of the House, and I GAVE UP MY OPINIONS OF THE MEASURE, AND VOTED FOR IT!"

Taxpayers and the Canal Board.
THE MONOPOLY.
Col. J. J. McCahan, Gov. Bigler's special Agent to borrow money in Europe, it is said, has failed to get the money wanted by the Commonwealth of Pennsylvania. This is a little fact, but is full of meaning.

Reader, if a business man applied to you for a loan of money, and you had it to spare, and were satisfied with the security he offered, and wanted to loan your money to some person, would you not give it to him? Aye, would you not be eager for the chance to invest it? Now, suppose you did not give it to him, and were honest in telling him your reason, what would it be? Why simply this: I will not trust you; I am afraid you can't, or will not pay me.

Now Europe is full of capital. Money goes a begging at three per cent. The Pennsylvania Railroad Company gets money there; every responsible corporation that wants it gets money there; United States stocks are not an hour in the European market until they are sold. Why, then, did this special agent not get money, this well dressed Pennsylvania democratic mendicant, while prostrate at the feet of British Bankers?

Let this be as it may, it is said he did not get it. He doubtless talked of the broad acres of our beautiful valleys—of the iron and coal mountains—of the vast forests and great rivers of Pennsylvania, and said to the capitalists of Europe, "all these will mortgage, if you will give me money for the ancient Commonwealth of Pennsylvania."

But they denied him, and said, your State is in debt to domestic and other creditors some forty to fifty millions of dollars already, and every year is still going in debt further. Go home, we can give you no treasure; but for taxation your State is bankrupt, and must some day repudiate.

If he had sought advice, instead of money, they would have told him, "Go home, and sell or lease, or give away your public works, and pay your debts, for they are nothing but vast pauper establishments, where rabid politicians are supported—a grand nuisance kept up at the public expense. Go, and build on some healthy location an asylum, where these people whom you must keep may be kept at less expense—convert your Canal Commissioners into wardens, and let them clothe and feed them in the most cloverlike manner."

Now, why and how has Pennsylvania been reduced to this humble position? The answer suggests itself to all—by an unheard of waste and profligacy in the management of the public works. We have Canal Commissioners who seem to be but simple instruments—managed, and wholly managed, by others outside of the canal board.

For example, take the work on the Portage Railroad—how, and to whom was it allotted? To professed, thorough-faced politicians, and not to the lowest and best bidders. In the published statement of the letting of this work, we find the names of but few of the class of contractors we mention; but on Cummings & Painter, Rockfellow & Hamilton, Beck & Dull, while among the actual contractors who are at work on the road, we find that one John Ross has a contract, Ross & Price another, one John Ross and James Burns, and birds of this feather, to be really those who reap the benefits of this vast expenditure.

Other contractors were there, among them Malone & Co., of Lancaster, one of the oldest as well as most respectable firms in the State, who bid for work, and as Malone alleges bid lower than the parties to whom it was allotted, yet did not get any.

The inference to be drawn from this, is that if any work had been allotted to Malone, it would have interfered with certain private arrangements believed to exist between the Canal Board and their special friends. Now this inference is true, or perhaps such men as the favorites named were the only parties to whom such work might be safely entrusted, they alone of the numerous bidders being fit to do work of this kind.

road, through our State to the west and south west, and turn this travel along the Baltimore and Ohio and the New York and Erie railroads, and divert much, very much of that trade to New York and Baltimore from our own commercial metropolis, thus placing our railroads and canals in a position directly hostile to the best interests of Philadelphia.

And why is all this done? Why has the State of Pennsylvania turned common carrier? The answer is, to enrich Bingham & Dock and their confederates, and for ought we know, the Canal Commissioners themselves, if they are shrewd enough not to allow their masters to cheat them when the affair comes to a final settlement.

This thing of leasing the public works to a monopoly of a few men, is a new doctrine with the Canal Board. A few years since, when an association of men, with Wm. B. Foster at their head, as high minded and honest a man as there is in the State, proposed to lease the public works; not only the railroads, the paying part of the public works, but our canals which never have and never will pay, he was informed this thing could not be done. He was informed there were legal objections, aye, and there were objections which had the force of law with these men. Mr. Foster was too pure a man to serve the purposes of the Canal Board; he did not belong to the right party; he was not a near relation of Gov. Bigler's, and did not entertain the kindest feelings for some of the leaders in this county.

And here we will ask you to read as full an extract from the protest of Daniel Miller, of Lancaster, as our limits will allow. We need not say who Miller is; all who travel know that the reduction of fare on the Columbia railroad from time to time has been the result of his energy of character and public spirit. He says:

"If we were not doing the business of the road, on terms which pay much more to the State than it now receives, under the contract with Messrs. Bingham & Dock, we would not complain. According to the terms of that contract, they are to carry all passengers from West Philadelphia, at 5 mills per mile, precisely what 'Our Line' receives for carrying them from Eighth and Market streets. We have since the 1st day of June last, and were charging passengers 2 cents and 5 mills per mile fare, thus leaving to us but 5 mills per mile to pay all expenses, of office rents, depots, car hauling, agents, and city toll, all of which expenses the State under the contract will have to pay in addition to the 5 mills per mile from West Philadelphia, allowed to Bingham & Dock, and the travelling public will now be compelled to carry their baggage to and from Schuylkill Fifth street, which is ten squares further out than our Depot, and are thus subjected to the inconvenience and expense of cab hire. For this distance it will cost each passenger 50 cents according to City Cab regulations, and cabmen never charge less."

I desire now to say a few words in regard to the secret manner in which the letting of the passenger business was conducted. I have been a carrier on the State Road for 13 years, during which I have run three different opposition lines, and the public well know that each resulted in a reduction of the fare. The first opposition line was placed on the road in 1839 by myself, solitary and alone, against the 'Old Pioneer Line.' After this then monopoly had succeeded in running a new line called the 'Washington Line,' off the road, and its Cars, being sold for tolls by the Collector of the State Road, I purchased them, and started the Accommodation Line. The fare then charged by this monopoly was \$3 to Lancaster, \$5 to Columbia, and \$5 to Harrisburg. I immediately reduced the fare down to what I considered a just price, according to the tolls then paid the State, and changed the following rates, viz:—From Philadelphia to Lancaster \$2.50; to Columbia, \$2.87; to Harrisburg, \$4. Immediately after I started my cars, the Pioneer Line put the fare down to the State toll, and ran at that ruinous rate over one year, with the view of driving me off the road; and after losing over twenty thousand dollars in an effort to accomplish their selfish purpose, and finding that I was rather more spunky than they at first supposed, they finally agreed to compromise the fare and run all their lines at the reduced prices, thus making a difference to the public of one dollar from Philadelphia to Harrisburg, 50 cents to Lancaster, and 62 cents to Columbia.

The second opposition was run by our Phoenix line, against Mr. Paul Hamilton and sundry sleeping partners, which resulted in a further reduction of fare, viz:—from 23 cts. per mile, to 3 cents, or 50 cents less on all through passengers.

On the 23d day of April, 1851, this present line, known as 'OUR LINE,' was started in opposition to the Central Railroad Monopoly. This was supposed by all my friends to be a hopeless and vain attempt; they considered it but little short of madness in me to run against such a mammoth corporation and all advised against it; but, recollecting that David slew Goliath, I concluded that nothing was impossible, and determined to make the attempt, and took in as partners with me Mr. Thomas Jefferies, of Philadelphia, and Capt. D. Herr, of Columbia. The result is well known to the travelling public. After a fruitless attempt of the former directors of the Central Railroad Company to drive individual enterprise off the Road, by running eleven months for the State toll, and losing over Thirty Thousand Dollars to the Stockholders, the new Board of Directors, who were then elected, took a different view of their interest, and abandoned the idea of forcing us off the road. This has resulted in a further reduction of fare from 3 to 2 cents per mile. This is precisely what Bingham & Dock charge, except on the through passengers; we charged but \$2 to Columbia, and they charged \$2.45; and we charged \$1.75 to Lancaster, and they \$2.10, or 3 cents per mile.

Now, one word more in regard to this letting: I think, as I have been a carrier of passengers for such a length of time on the State Road, and was running 'Our Line,' over which I had entire control at the time of this letting, I ought to have had some official notice of it. The Canal Commissioners certainly knew there was such a line running on the Road at the time, as the date of their first notice informing me of the contract, let. Had I been notified of this letting, and been allowed to make a proposal, I never could have dreamed of asking more than three mills per mile, or 25 cents for each through passenger, from West Philadelphia

to Columbia, for the same service for which Bingham & Dock get 5 mills per mile, or 41 cents for each passenger, from the above points. This is giving them 2 mills per mile, or 16 cents on each passenger, more than the State would have been required to pay, had this letting been public.

Now, to satisfy the Canal Commissioners, Bingham & Dock, and the public in general, that there is no humbugging in what I have stated, I make the following proposition to Bingham & Dock, viz:—I will, in connection with responsible men, agree to carry all passengers over the State road, for them, at 3 mills per mile, or 24 cents, and 6 mills for all through passengers, by which they will clear on each through passenger, 16 cents and 4 mills, or \$100,000 in the next four years without being subject to one cent of expense, and for the faithful performance of the contract I will give as good security as the State of Pennsylvania can produce, only asking them in return to give me good security, that I will not be disturbed during their four years lease. This proposition I dare them to accept. I have made it in good faith, with a full knowledge of what I am about, and believe that I understand the expense of railroading, quite as well as those who hold the contract.

To the friends and patrons of 'Our Line,' I return my most sincere thanks, for their liberal patronage, in sustaining us in our darkest hours, and beg leave to inform them that the cars of 'Our Blue Line' are now in the repair shop, to be fitted up in the very best style; and the moment the Road is open to competition again, (which I hope is not far distant,) they will be placed on it, ready to accommodate the travelling public, and keep down any imposition that might be practiced on them hereafter.

DAVID MILLER.
We next call the reader's attention to some extracts from the excellent letter of Mr. Thompson, President of the Pennsylvania Railroad Company, under date 16th August, 1852, and regret that we cannot give it at length. Mr. Thompson says:

It is not our intention to ask public sympathy in consequence of the apparent breach of good faith on the part of a member of the Canal Board, under whose sanction the Company purchased the cars of the old Eagle line at \$20,000 more than their actual value, and engaged in the transportation of passengers over the State road, with assurances of his official protection. These assurances the President of the Canal Board now says he has forgotten, although he recollects the terms of the purchase, and frequently expressed his satisfaction at the great improvement in the arrangements—circumstances, in themselves sufficient to have prevented any change, unless the Company had not yielded the necessary facilities.

It is admitted that the President of the Pennsylvania Railroad Company, after being informed, in February last, that there was a party endeavoring to secure a contract for the mails over the Columbia Railroad, in connection with the transportation of passengers, made inquiry as to the truth of the rumor. Mr. Morrison, one of the Commissioners, replied that such propositions had been received, but he did not state that the Board intended to consider them, or by excluding all other persons from the use of the thoroughfare, "assume the office of common carriers." Propositions of the kind had been before the Board nearly every year, and not considered for want of legislative authority; and were, therefore, not deemed novel, or of any consequence, except in connection with the transportation of mails, which gave them, in the view of the Commissioners, an importance that they were not otherwise entitled to. This interview with Mr. Morrison was at Washington city. On consulting the books of the Post Office Department, the name of the party bidding was ascertained; and, on a representation being made to him of his position, he desisted from his object, and the whole matter was considered as at an end. We therefore assert that no notice whatever was given to the Company of the intention of any kind, or to become common carriers on behalf of the Commonwealth, or of the time or conditions upon which proposals for carrying passengers would be received.

Second.—The material point at issue has only been made fully apparent by the publication of the contract of Messrs. Bingham & Dock, an instrument which evinces a most singular indifference to the interests of the Commonwealth, or a lamentable ignorance of its ultimate effects upon the revenues of the State. It could not have been made more favorable to the contractors, if drawn by themselves with no other object in view than the advancement of their private interests. They assume no risk, no responsibility, and participate in no reductions of fare on long travel to meet competition, or on excursions or otherwise, while the State, under the terms of the contract, sustains the onerous responsibilities and risks of common carriers, and must bear all losses to life, limb and property, and all reduction of fare.

The favored contractors have good reason for the demand of \$100,000, which they ask as the bonus for which they will sell their contract to other parties. They certainly deserve credit for tact in obtaining so favorably a contract from gentlemen, so keenly alive to the interests of the State, that have been able to discern in the most simple and equitable propositions of the Company sinister designs upon the revenues of the Commonwealth. Singular as it may appear, they have published to the world a contract which convicts them of giving to other parties, under exclusive privileges, terms at least 65 per cent. better than those upon which the Pennsylvania Railroad Company have been performing the same service, under an arrangement which involved no violation of the law, but which left the State road open to the free use and competition of every citizen of the Commonwealth, as intended by the Legislature.

From a careful perusal of the contract referred to, it will be seen that, for every passenger carried from Philadelphia to Columbia, or an equivalent distance, the contractors are to receive 41 cents. No exceptions are made in favor of free passengers, or those who may be carried at 1, 14, or 2 cents per mile, or upon second class and excursion passengers. Upon all of whom the State must pay, according to the contract, a half cent per mile, while the Pennsylvania Railroad Company received only a pro rata proportion, and, in fact, submitted at one time a distinct proposition to carry all passengers at 20 per cent of the receipts.

The contractors are not required to furnish depots, pay city railroad tolls, or incur the expense of horse power, without extra charge, neither are they required to assume any risk of transportation as common carriers. These expenses were all paid and risks assumed by the Pennsylvania Railroad Company, while their charge, as will be seen by reference to any of the published tariffs of rates, averages less than 24 cents per mile. The Pennsylvania Railroad Company charges on each

passenger to Columbia \$2, and to all other important points in the same proportion. Out of which they pay the State toll, \$1.04 Horse power and advertising, 2 City Railroad tolls, 8 Risks to life, limb, and property, say 3

Total, 1.77
Leaving the whole amount received by the Company for use of cars, conductors, and collecting fare, &c., 23 cents, but little more than half the amount paid to Bingham & Dock for the same service.

Assuming that the average number of through passengers annually for the next four years, will be 150,000, the loss to the State on this item only will be \$108,000.

The statement in reference to emigrant travel (of which they also possess the exclusive privilege of transportation) is as follows: The Pennsylvania Railroad Company receive for emigrants from New York to Pittsburg, \$4 50
Out of which they pay the Camden and Amboy Railroad, \$1 12; Horse power, City Railroad tolls, and incidental expenses, say 15
Canal tolls west of mountains, say 15 cents, and transportation from Blairsville, to Pittsburg, on Canal, 57 1/2 cts. 72 1/2—2 00

Which leaves a balance of \$2 50 Equal for the railroad distance from Philadelphia to Blairsville, \$4 mills per mile. Of the above sum, the State will receive, for the use of her roads and the carriers thereon, as follows:
Columbia and Allegheny Portage Railroad tolls, 25
Pay Bingham & Dock for carrying over Central Railroad, 20 1/2
Worth an equal amount on Portage Railroad, 20 1/2—1 25

Leaving for Harrisburg and Lancaster Railroad and Pennsylvania Railroads, 201 miles in length, \$1 24 which is equal to 6 mills per mile—while the charges on the State road, under the new arrangement, is 11 mills per mile, nearly 70 per cent more than the Companies'.
But the amount charged by the State is too high, and the rate agreed to be paid to Bingham & Dock, is also 8 cents for every emigrant passenger, more than the service is worth.

The fact is, if the Pennsylvania Railroad Company allow for their road and motive power the same that they have been charged on the State roads, nothing will remain to them for transportation service. The rate paid Bingham & Dock is, however, but about 8 cents above its value, which, on an average of 50,000 emigrants for the next four years, will make a loss to the State of \$15,000. Add this to \$12,000 mail pay, in addition \$108,000 on first class passengers, will make altogether a loss to the Treasury of \$135,000, exclusive of loss on passengers carried at reduced rates during Christmas holidays, conventions, &c., for all of which the State pay, under the contract, to Bingham & Dock full rates, and upon which the Company have only charged pro rata rates.

Third.—We have little to say in regard to the question of law, which the contract involves. The Canal Commissioners assert its legality, while Mr. Tyson, the legal adviser of the Company, supported by Judge Bell and the best jurists of the State, assert the contrary; but as legal questions are out of our province, we will leave their discussion to the lawyers and their decision to the court.
We do not assert that the Commissioners have leased the road, but they have made a contract which is worse than a lease. It not only excludes all but the contractors from the use of the road as much as a lease would do it; but it constitutes the State the carrier, and makes her sustain all the burdens and incur all the risks of such a relation; and while it involves the same objections that would apply to a lease, it is far more dangerous and exceptionable.

The Pennsylvania Railroad Company has made no issue with the State, as is asserted, and they will make none. They have regarded the Canal Board as a body constituted to manage the Public Works in accordance with the laws of the State, and not in opposition to them. If they have a legal right to make an exclusive contract with any parties, the act of Assembly which authorizes it can doubtless be referred to. When was the appropriation made to purchase cars and build depots? We can no where find the law authorizing it. If no right existed to make these expenditures directly, there can be none to do it indirectly, by allowing individuals a large excess over the proper value of the service sufficient to cover them.

The money is abstracted from the treasury just as certainly in this way as if a direct appropriation had been made; but the manner of doing it is far more objectionable, inasmuch as the transaction is not an open one, and the actual compensation of the carriers may be excessive, which it must be in the present instance, since these gentlemen have asked \$100,000 for their bargain, equivalent to a salary of \$25,000 per annum for superintendence.

True economy, the Commissioners argue, does not consist so much in getting work done cheaply, as in paying for it well: the price to be paid to Bingham & Dock, they say, does not go beyond that standard, "a fair remuneration." The public will form their own opinions upon the propriety of so novel a position.
By what rule of propriety the Pennsylvania Railroad Company is to be excluded from the privileges of the Columbia Railroad as a public highway, and the West Chester Company admitted, it is difficult to conceive, under the disavowal of the Commissioners of all hostility to the interests of the Company. We wish to credit their assertion, and must, therefore, attribute their action to a mistaken idea that the interests of the State required it. Charity will not permit us to assign a less creditable motive.

On these facts we make no comment. On their face they show a contract made secretly and against the law. Whether they are true or not we leave as a question of veracity with Mr. Miller and Mr. Thompson. And that the effect of them is true, we leave to the common sense of the tax-payers of this Commonwealth.

Elect Mr. Hopkins, and you elect the faction who rule the Canal Board.
Elect Mr. Hoffman, and you elect a man whose life gives you a guarantee that he will and can say NO to these and similar outrages.

A SIGN.—The Lehigh Register, an influential neutral paper with a large circulation, published at Allentown, has hoisted the Scott and Graham flag.