Intelligencer & Journal.

GEO. SANDERSON, EDITOR. Lancaster, February 21, 1854. County Convention.

The Democratic County Convention will mee at Ziegler's Hotel, N. Queen Street, on to-morrow (Wednesday) at 11 o'clock, A. M.

Delegates Elected. N. W. W.—Col. John H. Duchman, Wn Abraham Gibbs, A. Shultze Reese, Joh Hoover, Abranam Good,
A. Shirenbrand.
S. W. W.—George Coorly, John Fry, Col.

N. E. W.—Thomas Cox, Joseph Samson James L. Reynolds, Dennis Marion, Col. Cyrus S Carmony.
S. E. W.-P. J. Gorner, M. D. Trissler John Shertz, Benjamin Schaum, M. M. Gonigle.

Lancaster Tup.—Henry Fisher, Wm. T. Youart,
Maj. Charles Nauman. N. W .- Jacob M. Strickler, James Bennet, Hudson Henry, J. C. Medram, Samuel F

S. W .- John D. Miller, John S. Giv-H. Eber, John W. Hamilton, John en, Francis H. Eher, John W. -Abraham Peters, Christian H. Charles, Jesse T. Brush. Conrad Krause, Henry M. Hines. Strasburg Bor.—Wm. T. M'Phail, Wm. Echter-nacht, William Spencer, George, M. Steacy, W.

nacht, William Spencer, George, M. Steacy, W. F. S. Warren.
Conestoga—John Hess, Samuel S. Welsh John Martin, John Kolp, Henry Hammer.
Paradize—Henry Eckert, G. D. M'Ilvain, Peter Neidick, George B. Withers, Joseph S. Lefevre.

A Wilful Error Exposed.

The last Independent Whig; of this City, has an article under the caption of "Frauds on the Public Works," which amongst other equally unfounded allegations, has the following:

Mr. Baker, the Superintendent of the Columbi and Philadelphia Railroad, states in his report to the Canal Commissioners, that every loc which runs from Philadelphia to Columbia, a dis miles only, consumes. between one and two cords of Wood, and nearly one ton of bituminous coal I making the expense of fuel alone about \$20 for each tun over the road!! or \$40 for the round

By a conversation with a practical engineer, ou this subject, we are satisfied that this is three time amount of fuel actually consumed!! But this fact does not in the least invalidate the statement of the Report, which is made upon th nt of fuel, wood and coal, paid for by the State

during the year, and the number of trips made by the locomotives on the road It must be plain to any one, that but a small part of the wood and coal paid for by the State was ever received or consumed by it. Mr. Baker is not probably aware of the fact, for he has other duties to attend to, but that immense frauds have and does he relinquish his grips upon the throat of been and are constantly being committed on the State, in this as in other things, no one will ques tion. The assumption that between two and three cords of wood and nearly a ton of coal- are con sumed on a locomotive, between Philadelphia and Columbia, is preposterous and absurd in the highest degree. We are told by an experienced engineer, that it is not in the power of a fireman to cousume

that amount of fuel it he was working for a wager. To show the utter falsity of the above estimate of expense, we subjoin the following extract from the last report of Col. BAKER, the Superintendent of the Road

Average consumption of wood per trip, two cords and one hundred and forty-one thousands of a cord, or -**\$**7 05 Average consumption of coal per trip, eight-tenths of a ton, Oil and cotton waste per trip,

Sawing, moving and splitting wood, per

\$11 90 Cost per trip of eighty miles for fuel, oil and waste, eleven dollars and ninety cents, equal to fif-teen cents per mile; which I think will compare very favorably with any road in the country.

-Here, the reader will at a glance perceive tha instead of the expense of a locomotive each trip \$11,90, which includes wood, coal, sawing, moving and splitting wood, as also oil and cotton waste.—

word, Turkey must acknowledge the Russian scepdealing with a refractory creature of her own which of \$40, as charged by Mr. FERN. And this is the kind of argument adduced to prove the and necessity of selling the public works! The Black Sea, he will be prepared to make his most she was brought into collision with citizens and time he penned his article, or else he has witfully perverted the facts; for we hardly suppose he dominating idea in the calculations of the Czar and dignity was a duty which she could not neglec would attempt to write on such a subject without having the report of the Superintendent before him.

With regard to the source of his information re gine the whole length of the road, we have only to perienced engineer," he must be some Old Fogy who many years ago run an engine with about one-fourth the capacity and power of those now on the road. For no one, with three grains of common sense, would pretend to write himself down a simpleton by alleging that the first class engines now used on the road, could haul the enormous of fuel estimated in the Superintendent's report, and there is to be a general European war, it would be repaying the company the amount of money ex at a cost of less than \$4 per trip! The idea is so well to see that we are able to protect ourselves at absurd in itself, that we would be insulting our in- least. Within the last quarter of a century our telligent readers if we were to notice it any far-

A Siv Movement

The tollowing is a copy of a bill introduced in the Senate, a few days ago, by Mr. DARLINGTON: Sec. 1. That on the application of six or mor citizens of any election precinct or district of Lan-caster city or county, alleging under oath or affirmation that they are apprehensive of frauds at any election, the judges of the Court of Quarter Ses-Lancaster County, may select and authorize three qualified citizeus of such precinct or dis-trict, to be present with the officers during the lection and making out of the returns, with the right to challenge votes:-provided, that no expens shall accrue to the county by reason of such ap-

We hope our Democratic friends in the Legisla-We hope our Democratic friends in the Legisla-ture will give this Whig bantling the go-by. In the county of Lancaster it is known that, with two was 152,143, showing an increase of 42,868 tons Court, in the name of the Commonwealth, and or three exceptions, every election district is in the or nearly 20 per cent. The increase in iron ore hands of the Whigs, (in several of them they even alone was 33,000 tons, and in lumber three million violate the spirit of the law by electing both In | feet. The expenditures during the past year were spectors from their party!) whilst the city of Lan. \$87,373 05, including \$51,769 55 ordinary excaster, and the Boroughs of Columbia and Strasburg, are controlled by the Democrats-the City especially having an overwhelming Democratic over expenses and dividends, which has been exmajority. Of course Mr. Darlington is not soli- pended in the construction of a towing path through citous to set a watch over his party friends, altho' many of them need watching badly; his bill, water wheels, in payment of interest on tem then, is without doubt an attempt to break down the Democratic party, by authorizing a Whig Court | at Pine Grove. The report states that during the to appoint a committee of three Whigs at every Democratic district to watch the Democrats, and were in operation, worked by the snrplus water baffle and annoy them as much as possible. This from the canal alone. The agreement with the system of political espionage, sought to be introdu- Schuylkill Navigation Company has been ced into our elections, is a gross insult to the Democratic voters and Democratic election officers of the County—for it is saying in effect that they are all dishonest—and should be frowned down by a line Legislature did act, and of the enlargement of the canal; a contract has ervations contained, in the charter already referred been made with Mr. Chamberlain, of Cleveland, to, revoked and annualed all the rights and privi-Democratic Legislature. Should such an insulting enactment be unfortunately snaked through the Le- ly payments, the greatest portion to be paid in the gislature, we sincerely trust it may receive its quietus at the hands of the Governor.

We hope our Democratic friends at Harrisburg will watch this insiduous movement of the enemy. We have no representative there, although numbering some seven thousand voters, and must of necessity depend upon the Democratic members from other counties to see that no injustice is done us by the Whig Senators or Representatives from thi

Governon's Message.—An important message, from Gov. BIGLEB, in relation to the Eric difficul- ate, on Wednesday. The President, in his message ties, will be found in our columns to-day. It is a accompanying it, recommends several important full and satisfactory exposition of the whole affair, alterations. Should the Senate agree in opinion giving it a careful perusal.

The Marshal was here again, on Friday last, subpoening witnesses on the part of the U. States vs. Messrs. Fondersmith, Ford and Evans. They are to give their attendance at Court, in Phil adelphia, on Monday next.

The War Question.

The news by the last steamer leaves but little tope of an amicable adjustment of affairs in the East; and Europe, it seems, is once more to be plunged into a bloody and protracted war. It has een more than once hinted that Great Britain and France may take to themselves the credit of having, at least, left the way open to whatever efforts were made by the parties at issue to bring about his result. If this be so, and we think the facts trongly favor the presumption, the world cannot but regard it as very remarkable, in view of the great principle that constitutes the platform occupied by the Allied Powers, viz: the preservation of he balance of power.

We say it is remarkable, because whilst all along the design of one of the belligerents to provoke a war, was perfectly apparent, and furthermore, tho' it was conceded that Russia was the aggressor, being well assured that the occupation of the Danubian territories would be regarded by the Sultan as a casus belli, yet, the Western Powers scarcely made remonstrance, but directly played into the hands ed series of attempts at arbitration. Whilst they were busy drawing up perfumed propositions, the Czar was drawing up his armed legions and quiet ly taking possession. And whilst it was under stood at London and Paris that (Nicholas was exceedingly anxious to avoid a collision, it was equally as well understood at St. Petersburg that the the good intentions of the Czar, and not caring to inquire into the hostile demonstration he was actually making, were being most elegantly hoodwinked, 'taken in and done for.' France knew whatever mystery there was about the movements of Russia, would all in due time be explained; and England could assure the Sultan that before long he would find there was no real ground for suspicion, thanks to the manœuvres of a wily ambassa-

But Russia having continued through all this time the most active warlike preparations, at last gives a blow that dissipates all doubt about the matter, and shakes the Turkish empire to its very centre. The thunder of Russian cannon breaks upon the ear of Europe, and the royal eyes of the Western Sovereigns being now opened, the fleets are ordered to pass the straits and make an excursion into the Black Sea, where we presume they now are, floating as gracefully as swans. But what does the Czar say when he hears of the approach of the the Sultan? Not he. The indications are that England and France will be compelled to send something more than fleets, if they have any sincere notions of protecting Turkey from the ambi-

tious designs of the Autocrat. The Russian empire extends over about one-sevly equal to that of Great Britain and France, Give her Austria, with her 40,000,000, and you have an array about equal to the three great Western Powers, together with the United States. And when we consider her geographical position and the great probability of Austria siding with her in case of a general war, we can easily perceive that there is 3 16 just cause of alarm, and that it would require a cidental or unavoidable inconvenience union of all the forces, both military and naval, that the rest of Europe could muster to meet this mighty Northern combination. But there is a prospect of a still further augmentation of Russian influence. She has been for a long time convinced.

half a century been zealously striving, The door to her southern frontier is still open being \$20, as is alleged by the Whig, it is only she will spend millions to get it. The Russian colors rights or interests; or to unnecessarily interrupt the For the round trip it would only be \$23,80, instead tre; and it is that has troubled the dreams of Nich-leges conferred upon it by law; a corporation editor of the Whig must have seen double at the profound bow to Europe and the world. The post corporations of other States, the difficulty was not was equally as conscious of the necessity of making and politic on the part of the State to exercise the specting the amount of fuel required to run an en. was well known to Europe. A proposition looksay that if his informant be a "practical" and "ex. been laid before the French government, and Na. It would be idle to insert reservations and poleon had sagacity enough to reject it, though a magnificent bribe was offered

It seems to us, then, in conclusion, that Russia has 'stolen a march' upon Europe, and can, if she is disposed, give a vast deal of trouble. A few days however, will determine the matter. And we may add, is there nothing for us to do? We have adopcommerce has augmented beyond all precedent, and our relations with the great seaports of Europe have become so intimate, that in case of a rupture it will require a naval force much larger and more ent, to afford a shield and protection commensurate with the great interests at stake. Baltimore Times

Union Canal Co.-The board of management shout two weeks ago. The report submitted, shows the route assigned to them by the Legisla that the receipts of the company during the past year were \$105,871 38, including \$2,954 19 from the rent of mills, sale of real estate and old ma lin canal company, in the Supreme Court, on the terials. The receipts of 1852 were but \$84,056 52 ground that they had no right to construct a road howing an increase in tolls alone of \$21,814 85. penses, and 35,608 50 in paying dividends on pre ferred stock. A surplus was left of \$21,447 52 the Big Dam, in furnishing new bootees and porary loans and in the purchase of a new landing driest season of the past year, the water wheels completed, but no satisfactory bids having been received from the new loan authorized for the work at the price of \$1,000,000, in monthloan. The work is progressing under the supervision of Mr. James Worrall as chief engineer By the contract the navigation of the eastern division will be kept open until the 1st of June, and be completed in the Spring of 1855, but the navigat tion of the Branch Canal and Western Division

will not be interrupted. THE GADSDEN TREATY .- This important treaty, negotiated between Santa Anna and Mr. Gadsden our Minister to Mexico, concluded on the 30th of December, at the latter city, was sent into the Senand its great length should prevent no one from with the President, and insert the alterations, we suppose the Treaty will have to be sent back to Mexico for the approval of that government

> Thanks to Hon. ISAAC E. HEISTER for opy of the Census of 1850. Also, to Hon. John L. Dawson for two copies of the President's Message and Accompanying Documents:

Governor Bigler's Message, In relation to the Franklin Canal Company

To the Senate and House of Representatives GENTLEMEN :- The law revoking the charter he Franklin canal company, made it the duty the Governor to take such measures as might necessary to carry its provisions into effec

perform the duty thus imposed upon me. I repair d immediately to the city of Erie, and returned the seat of Government on Thursday morning las embrace this early opportunity of comting to you the results.

On the second instant, I caused a copy of the

and directors of the Franklin canal company and Esq., to superintend its operations, with the pow er to select such assistants as might be found nec

Cleaveland. Painesville and Ashtabula railroad com pany, to stock and use said road on terms and conditions deemed just and reasonable to all parties interested, and advantageous to the public of Russia by entering upon a foolish and protract. iness, therefore, has been fully resumed on the entire line from Cleaveland to Buffalo, and will her after, in my opinion, be transacted in a manner more advantageous and agreeable to the travelle and transporter, than at any former pe The accompanying correspondence between the officers of the Franklin canal company and mysel

together with the annexed copy of the contract with the Ohio railroad company, for stocking and using the road from Erie to the State line, will exabinets in the West being perfectly satisfied as to hibit to you the details of my action under the law.* It affords me unaffected pleasure to inform you that notwithstanding the violent controversy which ailroad companies and the people of Erie, and the

had been maintained for months past, be high degree of excitement incident to such a cor untered but little difficulty in accom plishing the objects of the law. No serious dispe sition was manifested attany time, to resist the authority of the State. Forbearance and prudence appeared to distinguish the conduct of the mass of eople, as well as the action or all the parties direct y concerned in the adjustment of this unpleasar Whilst, therefore, it is hoped that the settlemen

of the difficulty in the manner just indicated may prove satisfuctory, the restoration of peace and quiet to that community, will doubtless be subject of gratulation throughout the country; as it cer ly should be of special gratificati the other authorities of the State. Withan untalter ing determination on the part of the people of Eric to maintain their rights before the courts, and to nsist upon measures of legislation for the prom ion of their weltare, I feel assured that they are equally prepared to restrain, and it needs be to re sist any act of violence to persons or property, ther acts in derogation of the law. The claim of the State to the route from the city of Erie to the Ohio line, having been thus

grant for a road between these two points be made expressing the opinion that the grant should be The Russian empire extends over about one-sevily do this, or make provision for payment to the enth of the whole globe, and has a population near stockholders of the Franklin Canal Company, a fair compensation for the railroad constructed them, and keep it herself. Of these propositions am inclined to prefer the former. Should the grant be made to a corporation, such conditions can be annexed as will meet the wishes of the people Erie, promote their welfare, extend the business and usefulness of the harbor at that place, and ad vance the general prosperity of the State, without subjecting travel or commerce to more than an in-Amongst the conditions, should be one requiring

this road to connect with the harbor at Erie; and such other terms as the General Assembly may deem right and proper. With these remarks, under other circumstance my duty might close. But the manifest misreprethat there is one thing still wanting to place her of this unpleasant controversy in certain section in the position for which she has for more than of the country, have induced me to present a brief statement of the facts of the case, as a defence of

the State and her representative and the key in possession of another power. That with the citizens or corporations of other States The Commonwealth has had no controversy key she must have and will have, it possible; and nor has she been inclined to interlere with their word, Turkey must acknowledge the Russian scep had most palpably 'misused and abused' the priviolas; it is for this he has been longing; and when had attempted the usurpation of power, that had than the public. It has been assigned as a reason ntringed the sovereignty of the State and inveded session of Constantinople has long been the pre. of her own seeking. The vindication of her honor dominating idea in the calculations of the Czar.

His father, before him, coveted this stronghold and reterence to the difficulties at Erie, that it was right it an adjunct to the Russian possessions. And this power which she had reserved over this corporaion. The act, I doubt not, will exert a wholesom influence in future, over the conduct of similar bod

ing to the accomplishment of this had actually les. If neglected in a case so manifestly proper tions in similar corporations for the protection of the public, as it would be useless to grant addition al railroad charters. Under such a latitudinaries onstruction as claimed by the Franklin canal comoany, those already in existence could occupy every easible route in the State.

In 1844, this corporation was created for the purpose of improving the French creek division of the Pennsylvania canal, the State reserving the righ trains attached to them, with one-third the amount | ted the non-intervention principle, it is true, yet if to re-possess said canal, at any time thereafter, by nded in its improvement, with six per cent., in

In April, 1849, the company was authorized and to extend the same from the head of the cana north to Erie, and south to Pittsburg; the Legisla ture expressly reserving the right to revoke the at will require a naval force much larger and more charter of the company, should the privileger efficient than that of which we can boast at prescompany made no attempt to improve said canal nor to construct the railroad fr the canal to Pittsburg or Erie. In 1850, however they commenced the construction of a railroad from the Onio State line to the city of Erie, paralof this company, held their meeting in Philadelphia lel with the lake, and nearly at a right angle with They were early admonished against this at-empt In 1851, the Pittsburg and Erie railroad tempt company, instituted proceedings against the Frank

> on the location which they were attempting to oc In the spring of 1852, the Attorney General made ion and use of said railroad. The opinion of the Court in this case, was delivered in January, 1853, by Chief Justice Black; and whilst the injunction prayed for was refused on the techical ground that the Commonwealth could not, under the law give security for damages, the views of the court literally annihilated the rights of the company to con-struct a road on the route which they were then occupying, and in this opinion the Circuit Court of ed Slates, at Pittsburg, has fully concurred.

The Legislature of 1853, repealed the law requiring the Commonwealth to give security for damages, and thereby removed the only obstacle in the way of a final decree against the company, in the case then pending. But inesmuch as the rail-road, in the mean time, had been completed, and the only effect of the decree would be to reatra the use of the road, it was deemed proper to await the meeting of the Legislature, the only power that could properly and permanently dispose of this con-

leges granted to said company. This railroad with all its appurtenances, is, therefore, in the possession of the State, and its operations under the direction of an officer of her own selection.

This brief history will be sufficient, it is hoped

to vindicate the Commonwealth against theicharge of having misled this company, by indulgence is granted by law. Those familiar with the subject ent, will agree with me in opinion, tha the attempt on their part, to usurp the right ha delayed an express grant. The company were adhed at every step, that they were transcend ing their legitimate province; but the only effect seemed to be to stimulate them to greater indignity to the State, and increased fatality in the con summation of their own destruction

It has been frequently alleged that the State, in her controversy with this corporation, was actua-ated by a selfish motive, that she desired to interrupt the transit of persons and tonnage over that part of her territory. The answer to this allegation, is that her author ities could long since have had a final decree agains the company, and restrained the use of the road, and it will also be perceived, that as soon as she

did get control of it, arrangements entirely agree *The accompanying correspondence is omittee for want of room.—Ed. Intel. able to the public, were made for its use. She was willing to remain quiet until the Legislature embled and disposed of the whole controversy but it seems that her indulgence has not been pro perly appreciated. Prudence and a just respect to the State, should have dictated to the railroad com nanies, the adoption of a similar liberal policy

True, it may be said, that the repeal of the gauge law gave the companies owning the roads east of Erie, the right to change their gauge; but it is equally true, that the opinion of the Supreme Court, livered in 1852, was notice to them that the State had not granted the right to make a road of any gauge from Erie to the Ohio line, and this fact was not overlooked in considering the repeal of the said law, together with a communication referring gauge law. Was a prudent then, on their part, to to its provisions, to be presented to the president change the width of their road to sait that a communication. constructed in known violation of law immediately thereafter, took possession of the rail-road claimed by said company, in the name of the Commonwealth, and appointed William F. Packer rights? Would it not have been the part of wisrights? Would it not have been the part of wis dom to have rested quietly until the State had le galized a route from Erie west? I know that th firmative of this, is held by gentlemen connected Arrangements were subsequently made with the in inferest with the railroads. To this unfortunate vement, more than to any other, may be attrib

> part of the people of Erie county, for which the State authorities have been so much censured. The citizens of Erie and the present Executive nave been condemned for alleging that there should be a break of gauge at Erie; and I must be your ndulgence on th point for a me A demand for an unnecessary break of railroad

uted a degree of excitement and resistance on the

gauge, and the consequent transhipment of tonnage and passengers, it will be conceded, would be an illiberal exaction, and an improper interruption of the commerce of the country But such is not the The necessity for osition of the question at Erie. a break of gauge between the West and the Atlan-tic cities, results from the policy of New York and hio, and not from that of our own State. The ailroads of Ohio are uniformly four feet ten inches ide, and those of New York, four teet eight and a half inches, except one, which is six feet in width A transhipment is therefore inevitable. It must occur, and the only question is as to the proper reflection I have giv oint. After all the subject, I must again repeat what I said in my an nual message, that I can see no reasons founded in public policy why the break should occur at Buffa lo, that do not apply with equal force in favor of Lrie. The impediment to trade and travel will be alike at either point, with the advantage of greater unoccupied space at the latter. Nor have I been able to discover why it is, that if a break of gauge is so entirely unimportant, there should be so much solicitude to have it at the city of Buffalo, or to understand how that city has escaped the execuations

so freely heaped upon the city of Erie. It a tran-shipment at Erie be so prejudicial to the commer-cial interests of New York, why is not a break at Buffalo equally so? There is now a break of gauge at each, and is it not strange that whilst the city has complained of Erie, it has failed to discover n similar obstruction to trade and travel in its own vicinity. When this shall have been removed it will be time enough, it seems to me, to complain

of Pennsylvania To illustrate this idea still more forcibly, supmaintained, the euquiry naturally arises, shall a pose it were possible to force that narrow strip of grant for a road between these two points be made territory eastward for a lew miles, and permit h and on what conditions? I have no hesitation in York and Ohio to come together at Erie, then where would be the break of railroad gauge, and who would be at fault?. When the capitalists of New made, and as promptly as convenient, and thus put the controversy at rest. The State should certain York commenced the construction of a railroad from the city of Buffalo westward, differing in width from the other roads of that State, they had determined to impose upon commerce the i incident to a transhipment. Solicitous as I am to facilitate intercourse between the great West and the Atlantic cities, and to maintain towards neighboring States, I have been unable t discover a reason, in public policy, why this unavoidable transhipment should not occur at Erie. Such a position is not wanting in courtesy or kindness to our neighbors. New York has selected he policy as to the width of railroads. She desires to extend them westward, and Pennsylvania is willing to admit them within her limits. Ohio on the other hand, desires to get eastward, and Pennsylvania ex tends to her an equal degree of courtesy. The latter state asks no advantage; she is willing to extend her roads to Erie, and meet New York and Ohio on equal terms, on her own territory. Surely here can be no want of courtesy in this position. However much she may regret the necessity for a ranshipment, she has not the power to obviate it But on the other hand, it is demanded that a gauge of railroad, unusual to Pennsylvania and N. York both, with which neither can connect, should ex-tend from Ohio to the city of Buffalo, on a line a cutting off the chances of connection with the Sun

bory and Erie, in the former State, and the New York and Erie railroad, in the latter. ment may answer the owners of the road better Erie, and that the former should be regarded as the eastern termini of the western business. Atlantic cities will be scarcely willing to adopt this idea. I however, regard the connection of this Lake hore road, and the Sunbury and Erie, and the Pittsburg and Erie railroad with the lake, at the harbon of Erie, as vastly more important to the State and the city of Erie than the termini of the gauges .-The harbor at Erie, is one of the safest on the lake and its other natural advantages are not surpassed It can be connected with the Atlantic cities by a shorter and better railroad communication tha ion of an immense business. But it will be in vain to anticipate the accumulation of the vast pro ducts of the country in that harbor, unless facilities be afforded to transportation to and from it. Not is it any more reasonable to present the conditi of business in the harbor, at this time, as an argu ment against the construction of such facilities would be as sensible to expect to discover full grown corn in the uncultivated forest, as to find the vast products of the country in a harbor fro there is no means of transit. The natural advantages of this harbor have been thus far rudely i jected; but this policy, I am confident, cannot be longer maintained. The increasing business of the country will demand the use of this eligible

spot as a necessity; as I am also confident, the connection of the lakes with Philadelphia by rail road, will distinguish an era of renewed growth and greater prosperity to the city of Erie and the surounding country.

I have approached the discussion of this subject with much reluctance, because of the unplease feelings which it has excited in certain sections of he country. I have only been constrained to do so by a sense of duty to the State in her sovereign capacity. With the controversy which has been so vigorously maintained for a year or more a Erie—with the crimination and re-crimination be

tween the railroad corporations and the citizens between conflicting interest at Cleveland. Erie an Buffalo, and the pe culiar policy that each may have used to accomplish the end in view, I have not felt required to interfere, nor to correct the various mis presentations of my official acts in reference to e late difficulties at Erie. I have felt most concerned for the State and her character. For Pennsylvania, the birth-place of the Declaration of In dependence the prolific mother of brave hearts and stout arms, ever ready to defend the country against foreign aggression—the bulwark of our national strength in domestic conflicts-the Keystone of the Federal Arch, and the unfaltering defender of the itution, she will ask only what is right, and submit to nothing that is wrong. Whilst she will never yield her rights to the usurpations of creaures of her own, or suffer the invasion of her sov ereignty by those of another State, she will never unjust or unreasonable demand upon others. Claiming her rights and seeking to promote her own welfare by every proper means, she wil nevertheless rejoice at the prosperity of neighbor-

ing States, and advance their interests by every st means in her power.

WILLIAM BIGLER. EXECUTIVE CHAMBER, Harrisburg, Feb'y 11, 1854.

DEATH OF MOSES POWNALL .-- We are pained to earn the death of Moses Pownall, Esq. who died at his residence in the village of Christiana, in this co., on Saturday evening the 11th inst. Mr. P. was a representative in the Legislature for two sessions and was last year nominated as the Whis Candidate for Canal Commissionar. He was much esteemed by his friends and acquaintances over the State, and his loss is deeply lamented by his

nore immediate neighbors and friends. STEAMBAOT EXPLOSION.-The steam packet Kate Karney exploded her boiler, in the harbor of St. Louis, on Friday last, killing four persons outright, and badly scalding about twenty others.-Five or six others are missing-supposed to be drowned.

A LABOR ROBBERY.-A man residing at Fredonia, while on his way to New York, was robbed on Wednesday night, near Buffalo, of \$14,000, by two men who had followed him for some distance. The French Spoliation Bill has passed J. S. Senate, by a vote of 26 to 17. Hon. JAMES A. PEARCE (Whig) of Mary-

id, has been re-elected a U.S. Senator fr The Canal Commissioners have directed Canals to be opened on the 1st of March.

CITY AND COUNTY LEMS.T S. W. WARD DEHOCEATIC MEETING .- At meeting of the Democracy of the S. W. Ward, held at the house of Philip Fitzpatrick, on Saturday eve-ning February 18th., Capt. Groner HITZBLERGER

was called to the chair, Wm. Barnet and Mich. Shay we: e appointed Vice Presidents, and C. Shay we're appointed vice Fremdents, and U. F. Voigt, Secretary.

After proceeding to ballot, the following persons were unanimously elected Delegates to represent the ward in the County Convention, viz:

George Coonley, John Fry, Wm. S. Amweg, Andrew Bannian and Philip Bitter state.

drew Dennison and Philip Fitzpatrick.
The following Resolutions were then offere and unanimously adopted—
Resolved, That our Delegates be instructed to yote for delegates to the State Convention who are in favor of the nomination of Wm. Bigler for Governor, Jeremian S. Black for Judge of the Supreme Court, and Col. Henry S. Morr for Canal

Resolved, That the Democracy of the South West Ward entertain the highest regard and es-teem for the Hon. James Buchanan, our distin-guished fellow citizen; that while as neighbors and ends we regret his absence from an nds we regret his absence from among us, we ice that our country has secured his valuable rices as its Representative at the Court of St.

(Signed by the Officers.) CONESTOGA TOWNSHIP - The following resolutions were adopted at the Democratic meeting i

Resolved, That the Delegates are instructed to support William Bigles for the nomination of Governor of the rate of Pennsylvania, as our first choice, since we find no fault with the man. Resolved, That the delegates are instructed also to support JEREMILH S. BLACK for the nomina tion of Supreme Judge.

By reference to an advertisement in anoth er column it will be seen that Mr. J. V. Depuy. No. 41 N. 8th st., Philadelphia, is on hand with an admirable stock of Spring and Summer Dry Goods. Those making their purchases in the city should favor Mr. D. with a call. A Masonic Lodge was opened in Columbia

A mad dog passed through this city, a few days since, and bit a number of dogs, most of which have since been killed. The rabid animal was pursued and killed, near town. The Mayor, accordingly, issued a proclamation, requiring the accordingly, issued a proclamation, requiring the days, under a penalty of five dollars.

RESIDENCES OF OUR POLICE OFFICERS. — John Myer, High street; Jacob Gundaker, corner Lime and Church; Philip F. Baker, East King, near Diamb. George Huffnagle. Walnut, near Charlotte Plumb; George Huffnagle, Walnut, near Ch

ACKNOWLEDGMENT.—The Union Dorcas Society ratefully acknowledges the receipt of the very iberal donations of Hon. Isaac E. Hiester and Mr. I A Ball will be given by the Columbia Fire Company on the evening of Wednesday, the 22nd inst, the proceeds of which is to be appropriated

towards liquidating the debt of the company. I. Q. of P.—A meeting of Penn'a Association No. 38, I. O. of Phiozetheans, will be held at their Hall on Wednesday evening, Feb. 22d, at 7 o'clk. Punctual attendance of all the members is request-

sd as business of importance is to be transacted.
SUSAN OKESON, P. S.
Susan S. Hambbioht, R. S. A BEAUTIFUL DESIGN.—A few drys since, hap-bening to step in at LEWIS HALDY'S Murble Yard A BEAUTIFUL DESIGN.—A few drys since, hap-pening to step in at Lewis HALDT'S Marble Yard, in North Queen street, our attention was directed to several fine pieces of workmanship—amongst others, a beautiful Baptismal Font, manufactured for the First German Reformed Church. It has since been placed in the Church, and is one of the neatest and most appropriate affairs of the kind we have ever seen. On the front of the pedestal is inscibed that beautiful sentiment of the Saviour, 'Sufter little children,' &c.; and on the top is a bowl, with a dove perched on its edge—a fitting emblem of innocence. The design is admirable and the

of innocence. The design is admirable, and the workmanship, for neatness and finish, cannot be MEETING OF COUNCILS .- On Tuesday last, Se lect and Common Councils met in Convention, i Fulton Hall, to inaugurate the Mayor, and eleccity officers. Mr. Kieffer was introduced to the Convention by Mr. Lightner, President of Sele Council and the oath of office was administered by Hon. H. G. Long.

The following officers were elected: Treasure John Zimmerman; Solicitor, Amos Slaymaker; City Assessor, Micheal Bundel; Collector of City Taxes, J. M. Westheaffer; Superintendent of Wate Works, Adam Messenkop, City Regulators, James C. Carpenter, George Albright and Jacob Dorwart. Messenger, George Albright. The election of Street Commissioner was postpor

until an adjourned meeting to be held to-day. STANDING COMMITTEES FOR 1854 .- Committ on Streets.-Mes.rs. Carpenter and Morton, Se ect Conneil; and Haughman and Jack of Comon Council Finance-Messrs. Hamilton and Wilson of Se-

ect Council, and Eichelberger and Mathiot of Common Council. Water-Mesers. Carpenter, Hamilton and Wise f Select Council; Steinman, Landis and White of ommon Counci

Markets-Messrs, Gillespie and Morton of Select Council: Brooks and Reese of Common Council and Hose Companies .- Mesars Vise, Kramph and Morton of Select Council; and Price, Troyer and Steinman of Common Council Buchanan Relief Donation.—Messrs. Carpenter nd Sener of Select Council; Brooks and Wiley, o Common Council. Messrs. Wilson, Morton and Gillespie

Select Council; Wiley, Feddersen and White Lamps .- Messrs. Gillespie and Wise of Select Council, and Springer and Feddersen of Commo

New Market House.- Messrs. Sener and Kramph

non Council.

The Periodicals. THE OLD BREWERT .- MUTTAY & Stock have ust received this work which has already so large y attracted the attention of the reading public.— We have not had time to read it; but from the en omiums of the press everywhere we do not doub t is an excellent work, and will have an immens

Godey's Lady's Book, for March, is on hand landsomely embellished, and well filled, as usua with reading matter of an interesting character We are glad to learn that this old and well estab

ILLUSTRATED MAGAZINE OF ART .-- The Febr ary number is peculiarly rich and attractive in embellishments. The reading matter is also of

hly interesting and instructive character. Pub-ed at New York, by A. Montgomery. THE POPULAR EDUCATOR, published at the same place and by the same person, is also a highly val-uable work. The February number, in its depart ments of Language, Geology and Maihematics, is more than usually interesting and useful.

GLEAGON'S PICTORIAL, published at Boston, continues its attractions. The wonder is, how Glea-ton manages to get up such a paper, at so triffing a subscription price. His efforts to please we hope will be attended with abundant success peuntarily and otherwise.

ESTATE OF COL. THOMAS H. PERKINS .- It is estimated that the estate left by Hon. Thomas H. Perkins, of Boston, will amount to \$1,600,000 -By his last will, the sum of \$600,000 is to be equally divided among his six surviving children, and \$100,000 is given to the heirs of a deceased son. His five married children and a grandson are the residuary legatees. He makes bequests to his two sisters and other relatives; but during his lifetime made all the donations he intended for public nstitutions.

A MINT OF MONEY .- The United States Mint at Philadelphia, was established in 1793, since which date the coinage therein has reached the sum of \$322,228,868. The total coinage at all the United States Mints, since their establishment, is three hundred and eighty-one million, seven hundred and ninety seven thousand, two hundred and ninety nine dollars.

PAY OF POST MASTERS-A bill from the Post office Committee of the U.S. House of Representatives provides an increase of an average of about 25 per cent, on the compensation now received by Postmasters, whose pay does not reach \$2,000 per annum. The lower the rates of the present compensation, the higher, of course, will be the per centum of the increase

Assignment of a Soldier's Pay.—An enlisted soldier assigned a portion of his pay in satisfaction of a debt. The assignee applied for payment, which was refused by the proper officer of the United States, on the ground that the act of May 8, 1792, section 4, expressly declares that 'no assignment of pay, made after the 1st day of June next, by a non-commissioned officer or private, shall be valid. (See Statutes at large, vol. 1, page 280.)

Mr The morning train West and evening train last no longer run on Sundays—by direction o

The Proposed Liquor Law. The following synopsis of the bill now pending n the Legislature of this State, for the Suppres. sion of the manufacture and sale of intoxicating liquors as a beverage," we clip from one of our ex. hanges. The bill is too lengthy to be published entire, but the extracts which we give will convey

ts import : Section 1. Provides that no person shall manuacture or sell spirituous or intoxicating liquors xcept as provided for in the bill. 2. That the Court of Quarter Sessions shall ap point some suitable person in each city, boroug or township, to sell wines and liquors for medic nal, mechanical, chemical and sacramental pu-

oses who shall receive a fixed salary. 3. That such agent shall give bond for a true erformance of his duty. 4. Authorizes manufacturers to sell to agents apoinred, as aforesaid, by authority of the Court.

5. Requires a bond from the person so author

6. Directs the Court of Quarter Sessions to keep a register of agents appointed, to be open to inspec-7. Fixes the penalties for violation of the law

by agents, to fine and imprisonment.

8. Fines recovered under 7th section to go one half to informer and the other half to the county, by agents, to fine and imprisonment. and authorizes Justices to issue warrants 9. Gives the right of appeal from the award of 10. Directs the Court to remove licensed agents

or a breach of the law, and fixes the compensa-acture and sale contrary to the act, and defines vhat shall constitute a sale. 12. Gives indictments or other suits under this

act precedence over all other business, and prohib its the District Attorney from entering a nolle pro equi.
13. Authorizes search for liquors, when affirma ion or oath is made by three citizens that liquo s kept by any person or at any place for sale, and f, upon trial, it shall be ascertained that such li-

ors are kept for sale, it is to be destroyed, except liquors imported under the laws of the United States and in their original packages.

14. Requiring public notice to be given when liluors are seized and the owner is unknown. 15, Grants appeals from the decison of justices

ipon payment of costs. 16. Requires all public officers to arrest any per on engaged in selling liquor at any muster, parade, how, or any other assemblage and take them before a Justice of the Peace, who shall commit them

17. Grants the rights of any person so arrested appeal to Court.

18. Provides that if any person shall be found runk and quarrelsome, he or she shall be arreste and imprisoned until he shall affidavit and disclose the place where he obtained the liquor, whereupon a warrant shall be issued for the person who shall

tried under the provisions of this act, and if ound guilty punished accordingly. 19. Prohibits and person engaged in the unlawful traffic of liquor selling from serving upon any ary in any case arising under this act. 20. Removes incompetency of jurors, judges, &c consequence of being a citizen of the district in

rested in the fines recoverable by this act.

21. Prescribes the form of information, warrant, 22. Fixes the tees of the justices of the peace. 23. All payments by labor or otherwise for linor may be recovered by suit

erested in the fines rec

24. Repeals all former acts inconsistent here-25. Provides that this act shall go into effect on he 4th day of July, 1854.

THE PLOT UNMASKED.—Two weeks since, says the Erie Observer, in noticing one or two points in he 'unwritten history' of our railroad difficulties, we briefly alluded to a plot we had reason to beieve existed on the part of the railroad monopolies o form a combination of interests and enter into a grand banking scheme, the securities of which were to be the stocks of their several improvements.-The existence of such a scheme might have been doubted by some perhaps, but that it actually existed we are as certain as of anything of which we are not actually a participant. The Philadelphia North American is also of the same opinion. In an article under the head of the 'Plot Unmasked,' the

Editor says: 'We have said that the New Yorkers, in asking permission to extend their road to Erie, sought the rivilege merely as a stepping stone to more im-We go jurther, and say that it was but a part of a grand plot, which, had it not been frustrated at Erie, would, in its ultimate development, have given just occasion for alarm and esentment throughout the country. gramme of operations, as communicated to us from in entirely reliable and responsible source

son to whom it was confessed by a New Yorker, 'It was arranged that as soon as the through rack of four feet ten inches, crossing Erie county, vas successfully laid down, the whole series railroads reaching from Buffalo to Cincinnati, should be consolidated, and a mail contract for a fast line entered into with the government for a term o years, by which means the chances of Pennsylvania for the trade of the Lakes were to be absolutely and utterly cut off. It had also been conce that the Western, the Hudson river, and the Albany and Buffalo railroads should be consolidated with the roads leading from Cleveland to St. Louis, and on pertected, a bill was to be passed through the Legislature of New York amending the free banking law of that State, so as to make the stock and bonds of the above named railroads the banking basis. Buffalo was to have been the eat of the great banking house of the companies, whose means and energies were to be concentrated with the aid of the State, in the event of the passage of Senator Seward's bill, for the purpose of

ulding the Pacific railroad. AN EXTENSIVE CLAIM .- Suits have been issued Philadelphia, by parties in England, to obtain ossession of several squares of property in that city. The suit of course creates much excitement. The News makes the following mention of the

selectment were served on a large portion of our ern part of the city, at the suit of parties claiming tv to the amount of several millions of do rs. The claim, as we understand it, is made to embrace a number of blocks or solid squares, in Tenth to Eleventh and from Walnut to Chestnut streets, including the Assembly Buildings; that to Walnut streets, embracing the most costly block which is to be found on the entire length of Wallearn, the blocks claimed in the southern section of the cityproper. It is also understood that correspond

Glentworth, and some twenty others as beirs of claim as the heirs of a person named Rudde a widow as his executrix. The widow, it appears according to the allegations, had no power given ter to sell any part of the estate of the ade leases for ninety-nine years, the ongest period permitted by the law. These have now expired, and the heirs claim that n conveyance has ever been made by any part having absolute right to convey, and that t the right of possession or title in this vast amo is in them and not in the parties who hold it. What is likely to be the result of the matter, it is of course litticult to detarmine.

ID The Harrisburg Keystone says :- Genera orviance, late Auditor General, as attorney for the Commonwealth, has received from the Bank o Pennsylvania, and paid into the treasury, \$40,532, 36. This sum was paid on a judgment rendered

general law passed in 1848, which was resisted by the bank, on the allegation that it did not apply to upon which the bank will be compelled to pay the State the further sum of \$150,000 hereafter.'

The Postmaster General has decided that an actual subscriber to a weekly newspaper, res dent-within the county where the same is printed and published, is entitled to receive such paper free of postage at any office in an adjoining county, provided such office is the one at which he usually eceives communications by mail.

XXXIIId Congress---First Session WASHINGTON, Feb. 15. SENATE-The Second part of Lieut. Heraden's

Report of his exploration of the Amazo ordered to be printed.

Mr. Stuart introduced a resolution Mr. Stuart introduce a tempor the River the Committee on Commerce to report the River and Harbor Appropriation Bill. Objection being made, the resolution was laid over under the rules

Mr. Rusk introduced a bill making provision for surviving officers of the Texan nav The French Spoilation bill was ther nd passed. Yeas 26, nays 17.

The bill to cede to Ohio all the public lands re-

aining unsold in that State, was ordered to be en The Senate then again resumed the co of the Nebraska territorial bill

Mr. Houston, in continuing his remarks, spoke in high terms of the Indian character. He said he never knew the Indians to break a treaty. He was opposed to the bill on three great and promin ounds, which were these : Nebraska vithout a sufficient population; Kansas was enti ly an Indian territory; and lastly, it provided ne repeal of the Missouri comproto all the provisions of the bill relating to ne Indians, and especially to that repealing the dissouri compromise, upon which we had always Missouri compromise, upon which we had alwaystood. He [Mr. Houston] stood upon that group on the Oregon bill, and the South sustained him .hat compromise formed a part of the suprem law of Texas.

He stood firmly upon the compromise acts of 1850 and was the only Senator now present who voted for every measure embraced in that series of acts. He considered those measures at that me a finality of the slavery agitation, and they had been so accepted, and approved by the whole people of the United States. He would not repeal ne Missouri compact, for the reason that he to saw that such a cause would lead to excitement and agitation. One compact set aside was nothing nore nor less than giving to animosity the oppor-

unity of trampling another under foot. He wanted to support the Administration by vo ing against this bill, on the principle avowed by e President in accepting the nomination by the altimore Convention. He would stand by the Compromise. [He then read the resolution adopted by the Baltimore Convention.] The South had not asked for this measure. It would result in no benefit to the South. It would apply the knife to heir throats. In conclusion, he said he came into Congress thirty years ago, when the Missouri Compromise was before the country. There were only three here now who were here then-Mr. Everett, Mr. Benton, and himself. [He spoke until ali-past two o'clock.]
The amendment of Mr. Douglas was then adopt

The nays on the question were Messrs. Allen, Chase, Dodge, of Wisconsin, Everett, Fish, Foot, Houston, Seward, Sumner and Wade—10.

Mr. Chase then moved to amend by inserting after the amendment of Mr. Douglas, the words-Under which, the people of the territory, through their appropriate representatives may, if they s the existence of slavery therein. Mr. Pratt moved to insert after the word prohibit, the words 'or introduce.'

The amendment of Mr. Chase was then discus sed by Messrs. Chase, Pratt, Shields, Jones, of Ten nessee, Brown, Douglas, Cass, Butler and Weller. The subject was then postponed, and

The Senate adjourned. Pennsylvania Legislature.

HARRISBURG, Feb. 17, 1854. The Speaker laid before the Senate the annual eport of the Superintendent of Common Schools. Mr. Hiester reported a bill supplementary to the t relative to the hours of labor Mr. McClintonk from the Committee on education, reported a bill supplementary to the Commo

Mr. Pratt reported a bill to regulate the pay of Mr. Hamilton read in place a bill to incorporate e Exchange, Deposit and Discount Inhiladelpi

The bill relative to divorces was taken up, and ssing through Committee of the Whole was not The Senate then adjourned.

House.—The following, together with a number of other bills, were reported:

A supplement to the act incorporating the Philadelphia and Baltimore Central Railroad Company

A bill to provide for the appointment of an inspector of Querettron Bark, at Philadelphia.

Mr. Kuntel reported is all to autorize the Mr. Kunkel reported a bill to authorize the Board of Canal Commiss

settle the claims of the Pennsylvania Railroad Company for damages.

Air. Mellinger, from the Committee on Banks, reported a bill to extend the charter of the Banks of Gettysburg.

The bill to authorize the Commissioners of the District of Spring Garden to subscribe to the capital stock of the Hempfield Railroad Company, was

taken up, and after a lengthy debate, passed Committee of the Whole and was then i The House then proceeded to the consideration of a bill to incorporate a company for the purchase of the Main Line of the Hubic Works.

The bill passed Committee of the Whole, and peing reported to the Mouse was postponed.

The bill to divorce Thomas P. Moore from Mav Ann his wife, was debated at considerable

gth; and finally passed a second reading -- yeas ; nays 28. The House then adjourned. LPGISLATIVE .- The following bills have finally passed the House:-An act to extend to Luncaste county, the first and second sections of the act of the 13th of April, A. D., 1853, relative to the rotection of fruit, and punish trespass in certain unties in this Commonwealth.

An act relating to dogs in Allegheny, Chester Northampton and Lancaster counties. An act granting an annuity to Christian Haldeman, of Lancaster county, a soldier of the Revo utionary war. SLOAN THE PHIZEFIGHTER .- Desperate Attemt at

Escape.—Sheriff Heffelfinger left this place on Wednesday of last week for Harrisburgh, there to o proceed to Baltimore for the purpose of bringing , the prize fighter to the jail he having been previously arrested and was await ing the legal requirments for his removal. He left Baltimore with him in charge by the Friday eve-ning train for PhiladelPhia. On the road he complained of his hand-cuff's hurting, and requested the sheriff to take them off. His hands begining to swell the request of the prisoner was granted, the Sher-iff at the same time showing him a Colts revolver We understand that during the last week writs and telling him that any attempt at escape would of ejectment were served on a large portion of our compel him to use it as a preventative. When the itizens resident and owning property in the west-train was within eight or ten miles of Philadephia, some confusion in regard to baggage occurred in the back part of the car, the Sheriff cast his eye away from Sloan who was sitting on the seat next in front, and in a moment he sprang to, and out the city, upon which are erected some of the finest of the door of the car, and then jumped from the and most costly buildings in it. The square from train while it was at full speed, Sneriff Heffelfinger performed the same teat nearly the same momen from Seventeenth to Eighteenth and from Chestnut | ful leap first, drew his pistol pulled the trigger, and lortunately for Sloan the cap exploded igniting the charge otherwise he would have been nut street; and that from Nineteenth to Twentieth and from Chestnut to Walnut streets which takes the splendid palace of Mrs. Rush, constitutes as we him with the hand-cuffs, and they started together on foot towards Philadelphia. After walking about ing blocks north of these, within the city limits, are them, and landed both safely in the city. The offiing blocks norm of these, within the try mines are claimed by the same parties, with various properties in other parts of the county.

The parties claiming as plaintiff in the write are Wm. L. Bostwick, Wm. and Francis Mary musing men. Sloan had an accomplice on the country along the country along the country along the surface of the fact until the signal was dispatched in search of the musing men. Sloan had an accomplice on the country along the country along the country along the surface and the signal was dispatched. Halstead, Davidand Margaretta G. Moor, Theodore | train who cut the signal rope | running along the Gientworth, and some twenty others as heirs of the engineer and gave him notice when to the original proprietor. It is said that the parties run. Sheriff Heffelfinger had his lip badly cut, his n, who brow bruised and scratched, and on s said to have received title under W.m. Penu, who by jumbing from the cars. Sloan was quite as fied something more than a century since, leaving much injured, and the probability is that a wound on the leg prevented his escape. The wonder is that both were not insantly killed. This daring feat ally. We think a dozen such culprits would no have induced us to run such a terrible risk, but we suppose if he had been permitted to escape the umuable bublic would have shook its head very knowingly, and jurnished many reasons to show e matter was managed by the Sheriff-how much he received for letting him run &c .- West

The Maine Liquor bill was defeated in the Senate, on Wednesday last, by a majority of one. The vote was on the eighth section, which provides for searching houses in which liquor is kept. Atter the defeat of this section, the friends of the measure abandoned it; but the matter will no doubt against the bank for tax on dividends imposed by a be brought up again, as there were two Senators absent when the vote was taken. The bill proposed to submit the matter to a vote of the people. that institution. The recovery settles a principle The friends of the measure seem determined to have the whole loat or 'no bread at all,' and will oppose any half-way measure.

The Pennsylvania Railroad despatched Eastward from Pittsburg, on Monday week, one thousand and fifty tons of produce. The Company received from the Eastwari upon the same day, which it shipped down the river, 550 lons of dry goods, and 300 tous of railroad and pig iron. The railroad is doing a vast and profitable business in freight and passengers.