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TOWANDA:

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NORTH BRANCH CANAL.

LETTER I.

Its early projection—immense chain of Inland Navigation united and extended by it.

I make no apology for presenting to the public at this time, a series of facts and reasonings in relation to the North Branch Canal. Governor Johnston, with a characteristic frankness and statesmanlike precision, has called the attention of the Legislature to the subject; and a bill, providing for the completion of the work, is now under discussion. At the same time, the citizens of Northern Pennsylvania, with great unanimity, are urging the measure by petitions.

In what I now undertake, I do not propose to offer much that is new, either in fact or argument. All that I expect to accomplish in these letters, is to collate, revise and combine in a convenient form, such data as I deem best calculated to aid and inform those who may be desirous of examining the subject at the present moment.

If antiquity may be allowed weight, in considering a projected public improvement, the friends of the North Branch Canal might urge, that the work was one of the earliest to which the attention of the people of Pennsylvania and New York was directed. The union of the valley of the Susquehanna with the great Western Lakes—the opening a convenient avenue for exchanging the rich mineral productions of the two States—entered into the earliest plans of internal improvement, which enlightened enterprise conceived in this country. It was shadowed forth in the project of Dr. Smith and the scientific Rittenhouse, as early as 1762. The public spirited Duane, gives it a prominent place in his pamphlet on "Roads and water Transportation," published in 1810; and points out the "practicability of a canal between the head of Seneca Lake and the Tioga river." In 1811 and '12, the measure was discussed before the Legislature of Pennsylvania; and continued to gain public favor, until 1817—when Messrs. Brooke and Trezulying were sent by the authorities of the State to explore the route. These gentlemen, at that time, actually surveyed and defined at the expense of Pennsylvania, the very line upon which the State of New York subsequently constructed the Chemung canal! All this, was before the discovery that Anthracite coal was the cheapest and best fuel in the world; and when the trade in New York gypsum and salt was comparatively, in its infancy. In 1828, that far-sighted Statesman, DeWitt Clinton, in his annual message to the New York Legislature, lamented the falling forests of the fertile country bordering on the Lakes; and urges in emphatic terms, the necessity of securing some avenue through the valley of the Susquehanna, to the coal fields of Pennsylvania.

This project continued to grow in public estimation, until at length the State of New York commenced and completed the Chemung and Chenango canals, avowedly for the purpose indicated by Gov. Clinton, at the outset. Our own State completed the North Branch canal as far as the mouth of the Lackawanna. From this point to the Northern boundary of Pennsylvania, a distance of ninety-four miles, (known in our Canal Reports as the "North Branch Extension")—the work progressed, until May, 1841, when all the unfinished improvements of the State, were abandoned by the Legislature. At this time there had been expended on the "North Branch Extension," the sum of two millions four hundred and eighty-four thousand nine hundred and thirty-nine dollars and sixty cents! Detached sections of the work had been completed, amounting to thirty-two and a half miles; and upon the remaining portion of sixty-one and a half miles, more or less work had been done on every section! Locks and Lock-houses were erected; and a beautiful and expensive towing path bridge across the Susquehanna at Towanda, awaited the use of the State. That such a work, requiring a little more than a million of dollars to complete it—should have been abandoned by a wealthy and powerful Commonwealth, is a case wholly unparalleled in the history of public legislation.

I proceed now to consider the extended and unbroken chain of canal navigation, of which the North Branch will form a central and uniting link; and the immense extent of public improvements with which it will be connected. In doing this, I shall avail myself of a sketch which I have before given to the public, in another form and upon a different occasion.

An inspection of the Map of the United States, will aid in the illustrations which I am about to present. The Erie Canal of New York lies in the long valley which extends from the Cohoes Falls on the east, to the Irondequoit valley on the west. It is bounded by the highlands that separate it from the Ontario valley on the north, and from the Susquehanna on the south.

Oswego river, the outlet of fifteen lakes, is the only stream which penetrates the northern mountain barrier; it breaks over this at an elevation of one hundred feet above Lake Ontario. The southern range is not intersected by a single important stream. These highlands are nearly all of the same altitude, and have numerous depressions. The lowest and most remarkable one in the southern range, is that in which Chemung Canal is located, between Seneca Lake and Chemung river. The summit here is 465 feet above the lake.

From the Cayuga Lake to Hudson river, the lowest depression is the Otsego valley now occupied by the Chenango Canal. This ridge, bounding, as we have said, the long valley on the south, traverses the country in an undulating line. Its summit is generally from twelve to fourteen miles distant from the Erie Canal, as far west as Onondaga. At the Port Watson summit, the rise is almost entirely within the distance of five miles. From this point, the range we are pursuing, sweeps in a

southwesterly direction, and becomes the southern boundary of the Seneca, the Seneca, the Cayuga, and the Crooked lakes.

The Susquehanna river, and nearly all the streams flowing into it, rise near the summit of the ridge we have traced. Geologists would term the whole country between this summit and the Susquehanna valley, *table land*—worn by the action of water, through successive ages, into numerous large, and nearly parallel ravines—having, generally, a course north east and south west. Through these ravines, or valleys, flow the rivers of the country with a gentle current on their way to the Atlantic, through the valley of the Susquehanna. No one viewing this part of the State of New York, and tracing the numerous fertile valleys which branch northwardly from that of the Susquehanna, and terminate near long navigable rivers, or within a few miles of the Erie Canal—can avoid being strongly impressed with the simplicity and beauty of the geological structure of the country; and the numerous facilities for internal trade.

I waive, for the present, a particular consideration of the character and extent of this trade—in order to follow out the view I have commenced.—Let the reader again recur to the Map: *Haere de Grace, on Chesapeake Bay*. At this point commences the Susquehanna, or Tidewater, Canal, which extends to Columbia on the Susquehanna river—a distance of forty-five miles. Here it unites with the Central division of the Pennsylvania Canal, which continues up the river to Duncan's Island.—At this place, it branches off, up the Juniata to the Ohio river, in one direction, and ascends the Valley of the Susquehanna, in another.—The latter, is the route we are considering. A wide, well constructed Canal is completed and in operation along the Susquehanna to Pittston, at the mouth of the Lackawanna. From Pittston to the Northern boundary line of Pennsylvania, as I have before stated, the canal is more than two-thirds finished. Thence to Elmira, seventeen miles—also unfinished, which will unquestionably be provided for, either by the State of New York, or by individual enterprise, as soon as the work on the North Branch of the Susquehanna shall be resumed. At Elmira we reach the Chemung Canal, constructed by the State of New York, to the head of Seneca Lake. Here this beautiful Lake, narrow, deep and never frozen, is navigated by steamboats at all seasons, down to the outlet at Geneva. Thence partly through the outlet of the Lake, and partly by a State improvement, we reach Montezuma, on the Erie Canal. Thus, it will be perceived—when the section between Pittston and Elmira is completed (and the work is already more than half done)—

there will be, through the heart of the two great States of Pennsylvania and New York, an unbroken line of internal navigation—uniting Chesapeake Bay, Lake Erie, Lake Ontario, Lake Champlain and the Hudson river!

Now, before I proceed to remark upon the cost of completing this work, let us trace again the line I have pointed out, and mark in detail its numerous connections and inlets, and the immense space over which they spread, like arteries in the human frame, diffusing life and energy throughout a great and prosperous country. From *Haere de Grace* up the valley of the Susquehanna, to the Northern boundary line of Pennsylvania, is about three hundred miles. From this, through the Seneca Lake and by the Erie Canal to Buffalo, two hundred and sixty miles—making, in round numbers, this line of communication between Chesapeake Bay and Lake Erie, five hundred and sixty miles. Intersecting and lateral to this line, on our way Northward from the bay, we have, first, at Columbia, the railway to Philadelphia, eighty miles in length. Then, at Middletown, we find the Union Canal connected with the Schuylkill river at Reading, eighty-two miles. From Reading, the Schuylkill navigation, extending some sixty miles further, makes the line complete from the Susquehanna river to Philadelphia. To resume our route: from Middletown, up the valley of the Susquehanna, we next have, at Harrisburg, the railway through a part of the fine old county of Lancaster, to the city of Lancaster, thirty-five miles.

Crossing to the other side of the Susquehanna from Harrisburg, is the Cumberland Valley Railway (partly finished) to Chambersburg, fifty miles—still upward, at Duncan's Island, is the line extending up the Juniata, and across the Allegheny to Pittsburg, two hundred and fifty-eight. Here, the Pennsylvania rail road also takes the same direction. At Northumberland it diverges the West Branch canal, running almost to the geographical centre of the State, seventy-three miles. At Wilkes-Barre, we meet with the works of the Lehigh Navigation Company, which, crossing the Delaware river at Easton, unite with the newly improved Morris canal, and make the chain perfect from Wilkes-Barre, on the North Branch of the Susquehanna, to the city of New York, one hundred and ninety-four miles. At Towanda, Bradford county, a railroad near twenty miles in length, penetrates a rich bituminous coal field, with extensive beds of iron ore intermingled, like those at Pittsburg. At the State line, above Athens, crossing the line of navigation, we have been pursuing, is the New York and Erie railway, four hundred and forty-six miles. This point is about equidistant between the two extremities of that great work—Dunkirk, on Lake Erie, and Tappan bay, on Hudson river.

At Elmira there is a connection by canal and railway, with the bituminous coal fields of Tioga county, Pennsylvania, fifty miles. From Elmira, our route proceeds by the Chemung canal (which should be enlarged to accommodate the immense trade that will crowd through it when the remainder of the line is completed) to the Seneca Lake, twenty-three miles. This deep, narrow lake stretches some forty miles through a beautiful country, precisely in the requisite direction; and boats are easily transported upon it, to its outlet at Geneva; thence partly through this outlet, and partly through an artificial route, (which is also connected with Cayuga Lake) to Montezuma, on the Erie Canal. From Montezuma to Albany is two hun-

dred and five miles—to Buffalo, one hundred and fifty-nine miles. These two distances make up the entire line of the Erie Canal, connecting Lake Erie and the Hudson; and may also be embraced in the lateral and minute survey we are taking. Between Albany and Buffalo (not overlooking the fact that Albany is united to Boston by an excellent line of railways) we first meet, nine miles from Albany, on our way northward, the Champlain canal, extending to White Fall, on Lake Champlain, seventy-six miles. Then at Rome, the Black River canal unites with the Erie—running eighty-six miles into the northern interior of New York. At Syracuse, the Oswego canal diverges to Lake Ontario, thirty-six miles. Passing Montezuma, the point where the route to Chesapeake bay unites with the Erie canal—we next, at Rochester, find the Genesee valley canal, extending to Olean Point, on the Allegheny river, one hundred and twenty-two miles. When we arrive at Lake Erie, the almost endless navigation of the great northern lakes is before us. We can reach the ocean through the Gulf of St. Lawrence, or proceed inland to the Gulf of Mexico!

Where, in all the wide world beside, can such an exhibition be found!—Where, a country so intersected with such an extent of artificial internal navigation.

The North Branch canal is the only unfinished link, that too, near the centre of this great chain of improvement; which passes two of the finest attractive and bituminous coal regions in the Union, and through, also, large deposits of gypsum and lime. The rich salt springs of New York are by its side, and its whole distance is through a thickly populated and fertile country.

LETTER II.

Present condition, and probable cost of completion—Connection with the New York Improvements.

Before entering upon any consideration of the revenue which the State would derive from the completion of this work, it is proper I should look at its present condition, and the probable cost of such completion.

The dimensions of the work, as far as constructed above the mouth of the Lackawanna, correspond with those on the line extending down the river to Columbia. The width is twenty-eight feet on the bottom; forty feet at the surface,—providing for four feet depth of water. The locks are ninety feet long by seventeen feet wide in the chamber; and the lockage, from the mouth of Lackawanna to the State line, averages but little over two feet per mile! Its capacity, when completed, would therefore, be ample to pass a million of tons each way, every year.

I have said, that part of the North Branch line above the Lackawanna, is designated in our Canal Reports as the "North Branch Extension;" in order, probably, to distinguish the expenditures upon it, from those on the line below, which, down as far as Northumberland, was called originally, the "North Branch Division of the Pennsylvania Canal." This "North Branch Extension," is again divided into the "Tunkhannock Line"—from Pittston to the mouth of Wyalusing Creek, fifty-four miles and nineteen chains; and the "Tioga Line"—extending from the Wyalusing Creek to the State line, thirty-nine miles. The amount already expended on each of these divisions, is about the same;—the gross sum on both, is \$2,484,939 09. The amount necessary to complete the upper section, or "Tioga Line," is estimated by the State engineer, at \$215,656 08;—the lower, or "Tunkhannock division," would require upwards of a million of dollars. To be precise: the amount required, according to his estimate, to complete both lines, is \$1,277,432 81. It is proper to state, however, in this place, that the experienced Engineer (W. B. Foster), who made this estimate, on the part of the State, made it in accordance with the original plans of the work, which were of the most beautiful and durable description. If completed under the specifications and contracts existing at the time of the suspension—(and more than two-thirds of it has been already so completed)—it would be one of the best canals, in regard to the manner of construction, in the Union; and I may add in the same connection, one of the cheapest.

The same able Engineer, at the instance of some public spirited individuals of Philadelphia and the Northern counties, made a survey of the work in 1847, with a view to report upon its present condition, and to ascertain the probable cost of a substantial, but economical completion; such as consisted with the more limited means of private enterprise. He gives the following as the result of a careful examination:

1 Dam across the Chemung, at Athens,	\$14,767 00
2 Dam across the Susquehanna,	107,252 00
Total estimated cost of Dams,	\$122,019 00
9 Aqueducts, three of which are partly built,	\$109,718 00
27 Locks and 2 Guard-gates, three of the former being completed, some work done at six others,	148,625 00
31 Culverts, ranging from 2 to 24 feet span,	35,220 00
2 Towing-path bridge over the Chemung,	\$11,028 00
1 do do over small run at Towanda,	500 00
84 Road and farm bridges over the canal, of which 24 are either finished or partly so,	27,600 00
Total estimated cost of bridges,	\$89,158 00
27 Lock-houses,	13,500 00
19 Waste-weirs, five of which are partly finished,	10,000 00
18 Water-ways around Locks,	5,400 00
Making roads where destroyed by canal, 8,600 00	
Making fence, 15,000 rods,	11,700 00
Removing buildings from the line of canal,	2,400 00
Sections, comprising Excavations of Earth and rock, embankments, Vertical and Slope Walls, Lining, Fencing, &c.,	\$99,737 00
Total est'd cost of completing line,	\$1,196,037 00

The foregoing estimate contemplates a permanent and useful work, dispensing with all ornament, and only providing for what is necessary to make it substantial.

The Dams are designed to be made of round and square timbers, well framed and planed together, and compactly filled with stone; the slopes to be covered with oak timber, not less than eight inches thick, and well secured to the Dams with iron bolts. The abutments are to be founded at such depths as to render them secure, and to be built of heavy durable stone. At each dam, provision has been made in the estimate, for the construction of a schute, suitable for the safe descent of casks and other river craft.

The Aqueducts will all be upon gravel foundations, and are designed to have heavy stone abutments and piers, resting upon a platform of timber and plank, sunk to such depths as to render them secure from the action of the floods in the several streams, and prevent their undermining. The masonry to be rubble-work, of large durable stone, well bedded and jointed and laid dry. The superstructures to be of wood. In cases where the spans do not exceed thirty-five feet, the trunk will be supported by string pieces laid longitudinally under it; and where the spans are to exceed thirty-five feet, the trunk will be supported by arch and truss work of sufficient strength to bear any weight that may be required.

The Locks are designed to be built with good, heavy, durable stone, laid dry and faced with planks. The composite Lock is best adapted to the circumstances of this canal, as no stone suitable for cut stone locks are to be had, at reasonable cost; while those of a good quality for a composite lock, are easily obtained.

In regard to the present condition of the work, he states that he finds it in a "remarkable state of preservation." The walls and embankments stand firmly, and the only injury to the work has sustained by its suspension, consists in the natural decay of those wooden portions of the locks, waste weirs and bridges which were wholly, or in part complete; and at three points on the line, where land slides have broken from the mountain sides and partially filled the canal. This latter source of difficulty, does not exist to near as great an extent, as he had apprehended; and makes but a small item in the estimated amount of work required to complete the line. The points at which these slides are likely to occur, are all now well developed, and by proper care in construction, the line may be so arranged as to avoid for the future, all interruption or difficulty from this cause. The location of this canal is upon a high level; and unlike most other canals in Pennsylvania, will not be liable to injury from the periodical floods in the river. On this point he examined particularly with reference to the flood of March last, which had proved so destructive upon the Delaware, Susquehanna and North and West Branch Divisions of the State canals; and found, with the exception of the leader levels, that this, the greatest flood which has occurred for more than half a century, had not reached in general, above the plane of canal bottom; and in no single instance had the water passed over the banks of the canal where they were raised to their full height. I feel entire confidence in the opinion, that if this canal had been finished and in use, it would not have sustained damage, by this extraordinary flood in the river, to the amount of \$500, throughout its entire length.

This is an important fact in reference to the value of this improvement. While the Delaware Division sixty miles long, was damaged to the amount of twenty-eight thousand dollars, the Susquehanna and Branches one hundred and eighty-six miles, to near sixty thousand, and one hundred miles of the eastern portion of the Main line, to the amount of thirty thousand dollars, here we have a line of ninety-four miles, so located and thus far constructed, as to be secure from the highest flood that has occurred within the past sixty years.

Another important fact in reference to the cost of completing the North Branch Canal should not be omitted in the present view. The lands to be occupied, have nearly all been released to the Commonwealth, for the use and occupancy of a canal, to be constructed by, or "under the authority of the State of Pennsylvania." This item, often a vexatious and costly one in the construction of public works, is nearly out of the question so far as concerns this work. The few remaining cases, where releases were not obtained, present no serious obstacle in the way of its progress; as the desire of the citizens and owners of lands along the line of this improvement is so strong for its completion, that I do not apprehend the least embarrassment or difficulty from this source.

A connection of the North Branch line with the Chemung Canal at Elmira, is essential to make up the whole chain of inland navigation from Tide Water to the great Lakes; and without this, some of the advantages which would otherwise be derived, might fail to be realized. There need be no hesitation, on this account, in urging forward the work on the North Branch. The distance of the connection is only seventeen miles along the valley of the Chemung; and will be easily and expeditiously made. From information recently derived through a member of the Canal Board of New York, I have no doubt that State will carry out its original plan of uniting the Chemung line with the Pennsylvania improvements. Be this as it may—a law containing very liberal provisions, was obtained from the New York Legislature, in the winter of 1846, incorporating the "Junction Canal Company" for this route. I speak advisedly, when I say, within one month from the time Pennsylvania resumes her work on the North Branch, a company will be organized and measures taken to complete this seventeen miles, from the State line to Elmira. Besides, the New York and Erie rail road will be finished to Elmira next summer. At the State line, this road is located within a few rods of the terminus of the Canal; and provision has been made by law, for connecting with it, if necessary.

True policy would dictate the commencement of the work on the North Branch at both ends of the unfinished line. Less than \$100,000 would complete and open it for navigation, above Towanda—a distance of seventeen miles. The whole "Tioga line" from the mouth of Wyalusing creek upward, thirty-nine miles, could be opened for a little more

than \$500,000, according to Mr. Foster's estimate. A company is now organized, and only wait the commencement of the work on this upper portion of the Canal, to construct a railway or a plank road, to the Towanda Coal mines. So that this upper division would soon be in profitable operation. It would be an illiberal and unwise policy to retard all enterprise on this division, until all should be complete below; and nothing would be gained by such a course, to the people of the Wyoming coal region.

Having thus adverted to matters naturally preliminary to a discussion of the probable trade and revenue of the North Branch Canal—I shall proceed in my next to consider those subjects.

C. L. WARD.

(From the Model American Court.)

PENNSYLVANIA.

A song of home, a song of modern days,
A tribute to my glorious native land!
O would the muse but aid my feeble praise,
And nerve with honest pride my faltering hand!
The Keystone of this mighty arch, which holds
A continent within its vast embracing fold,
Which to the waiting eye of hope unfolds
Of Freedom and of Peace the resting place.
Far in her quiet valleys many a gem
Of rarest beauty greets the asking eye,
As emeralds on Nature's diadem,
Lies shining green beneath the bending sky:
Fairest of these, and fierer far than all,
Brightest of scenes, whose beauties never pall:
The western "Tempe," where the muse might dwell,
With transcendent song to fill her shell,
Queen of the Keystone, on thy mountain throne
Thou reign'st, WYOMING, by thy grace alone!

The stranger, passing on the rocky brow,
That far above absorbs the lingering glow
Of the fast setting sun, wild feel the power
That of in such a scene, and such an hour,
Can lend imagination all it needs,
Filling the heart with Poesy's bright seeds,
And but for Holy Wit might locate there
The garden of the lost, primeval pair
As if creating nature's work had rest,
Had laid her fairest offspring on her breast.
Touched with each grace, her power could do more
The first born beauty of her lavish store.
Well might his truthful pencil touch the scene,
"Whose strong desire to breathe his tale aright,
Led him where poet's eye hath seldom been,
A calm spectator of the deadly fight,
When rang the shout on Heaven's high field,
And thousands to the sword and tempest fled.
Well might the bard's poetic fancy soar,
And give to Gertrude time enduring fame,
Her forest Eden by the winding shore,
"A local habitation and a name!"

They who formed her for all hearts to love,
And gave her beauty a poetic life—
The eagle's courage blended with the dove,
And cast her lot amid the savage strife—
Two strong of heart for all but love's sad pain,
The sweetest image of the poet's brain,
Full well he led the scene, where after years
The faintest of their sex in peace should dwell,
And give to her the tribute of a poet's hand.
Who lo! she said, too fondly and too well,
Oh! Susquehanna! on the earth's green breast,
No brighter river greets the morning ray—
No sweeter water, flowing to its rest,
Adds its fresh tribute to the Ocean's spray,
I see in many a sorrow-fostered dream,
The mountain guard the home of my years;
Thy shelving beach, and rock-reflecting stream,
They stir once more the fountain of my tears.
Green are the graves of many an early friend,
And happier far in this, since all must die;
They sleep in that old cherry yard, and their end
Is hallowed where I may not hope to lie.

Oh, Pennsylvania! give me the noble task,
To teach all nations liberty, and span
The rolling earth with many a mighty chain
Of firm-wrought links, and draw mankind again
In that love-linked circle, where the boast
Should be—who acts the wisest, does the most.
Where the calm light upon each peaceful land
Sheds the soft radiance of commencing heaven—
When far we extend the bond of brotherhood,
And mutual wrath and wrong are all forgiven;
While in that time the conqueror's crumbling car
Lies rotting in a love-protected world,
And rapine, avarice, revenge, and war,
To the dark region whence they came are hurled.
The noon day sun no more shall hide his ray
Behind the veil of hostile nations' day,
And moss-grown bastions mouldering in decay.
Shall signal forth the reign of peace begun.
This is the promise, are we not the means
To bring the end—the staff where Hope still leans
Her tired form, and wistful the uttered word
That bringeth rest—the mandate of the Lord!

Philadelphia, January 1848.

J. R. BARSTOW.

A Good Wife.—A friend of ours, who has been spending a few weeks in the "country," and who has visited some of the private dwellings of the rustic inhabitants, tells of a singular old man who lives near Brookfield. He is somewhat noted for his odd expressions. He was one day visited by a small party of ladies and gentlemen, who went to hear his "talk." "Now, young gentlemen," said he, "I will give you some directions how to tell a good wife. A good wife will be like three things, and she will not be like them. She will be like the snail who stays at home, and she not be like the snail who carries all it has on its back. She will be like the echo, that speaks when spoken to, and she will not be like the echo, always to have the last word. See will be like the town-clock, that speaks at the right time, and she will not be like the town-clock, heard all over the town!"

A Poor Employer.—A worthy, but poor minister, writing to a friend from the country, requested, a few days since, the loan of fifty dollars from the cashier of our banks; and in the note requesting the favor, he said that if the cashier would oblige him, he would pay him in ten days, on the faith of Abraham! The cashier returned word "that by the rules of the bank, the endorser must reside in the State.—Knickerbocker.

Good Nature is one of the sweetest gifts of Providence. Like the pure sunshine, it gladdens, enlivens and cheers. In the midst of hate, revenge, sorrow and despair, how glorious are its effects!

Valley of the Susquehanna.

The following letter in reference to this place, and the valley of the Susquehanna—we copy from the Ledger, and was written in November last. We suspect it is from the pen of a gentleman of Philadelphia, formerly a member of the Pennsylvania Legislature. If all Philadelphia had as much intelligence and liberality as our friend F., the North Branch Canal would have been finished years ago.

The town of Towanda is built on the west side of the Susquehanna, and is approached from the southeast by a road which winds round a steep hill and suddenly exposes to the stranger's sight a full view of the place. The main street runs along a belt of table land near the edge of the river, but the most picturesque portion of the town is located on the slope of a hill which rises to a considerable elevation, and is dotted upon the brow with cottages and gardens. Some of these cottages are of beautiful design, and all finished and furnished with elegance and good taste. One planned and occupied by C. L. Ward Esq., a hospitable citizen and accomplished gentleman, who has done and is doing more to improve Towanda than any other man in it, will compare to advantage with any residence of the kind to be found in the State.

It is impossible to traverse the valley of the Susquehanna and not be impressed with the conviction that Philadelphia, in her long neglect of this region has been blind to her own interest and the interest of the Commonwealth. The whole trade of this country, which might easily be drawn to Philadelphia is being rapidly directed to the city of New York by means of her finished and projected railroads and canals. The New York and Erie Railroad already connects northern Pennsylvania with the city of New York, and another railroad is being constructed down the valley of the Lackawanna through the heart of the Wyoming coal field. In addition to these two works, which, unless counteracting measures be soon adopted, will inevitably result injuriously to Philadelphia and to the Pennsylvania improvements, a third railroad is talked of and strongly urged, to extend from Pittston along the north Branch of the Susquehanna to the Tunkhannock Creek, and thence by the best route northward to the Great Bend and Erie Railroad. The latter scheme if carried into effect, like the other two, will in a measure supersede the use of the North Branch Division of the Pennsylvania Canal, upon the unfinished portion of which the State has expended two and a half millions of dollars. This canal, which Philadelphia have heard much but know little, is a successful operation for a distance of seventy-three miles, from the junction of the North and West Branches of the Susquehanna at Northumberland, to the mouth of the Lackawanna. From that point to the State line it is unfinished, although along its whole length of ninety miles, the heaviest portion has been done. The stage in which we rode traversed the bed of the canal for miles at a time, round the base of mountains and across streams and valleys. In many places the work is cut through the solid rock, and hundreds of feet overleaved the mountain, and looks down with frowning aspect. On the river side it is protected by a slope well rip and solid embankment, against the fiercest floods and freshets without injury or danger, which is more than can be said of the main line of canal running up the Juniata. If the North Branch extension were completed, it would connect with the Chemung canal in New York, and give a northern and eastern market to Pennsylvania coal and iron, without the expense of the New York would be received in return. The immense lumber trade of the river would then be conducted by canal navigation the products of agriculture would find a market in Philadelphia, the business energies of the North would be encouraged, and the resources of the State greatly increased. If any doubt this, let these visit and view for themselves, and then act as shall become the sober judgment of good citizens.

THE INEVITABLE DOOM.—Human life is like a road which terminates in a frightful precipice: we are warned of it from the first step; but the law is gone forth: we must constantly advance. I would wish to retract my steps on, on, forward; we must necessarily advance towards the precipice. A thousand vexatious, a thousand troubles, fatigue and distress us on the road; but if I could only avoid that frightful precipice! No, no, we must advance, we must even run, such is the rapidity of years. We console ourselves, however, because from time to time we meet with objects which amuse us; running waters, passing flowers. We would wish to pause; on, on! And yet we see that we have passed falling into ruin behind us, frightful crash, inevitable destruction! We console ourselves because we have carried off some flowers, gathered by the wayside, which fade in our hands ere the evening approaches; some fruits, which we lose in testing; enchantment, illusion! Still hurried on, thou approachest the gulf: already everything begins to pass away; the gardens are flowery, the meadows less brilliant, the streams less pure; all fade, all pass away; the shadow of death appears; we begin to feel the approach of the fatal gulf. But we must advance to the brink, another step. Already horror had seized upon the scene; the head grows dizzy, the eyes wander—on, on, on. I would retract my step; impossible; all has vanished, all is lost.

I need not tell you this road is Life; this gulf is Death.

MILKING COWS.—It is important that all the milk should be drawn from the udder; if it be not, the quantity secreted will diminish in proportion to the quantity left at each milking. That which is left in the udder is re-absorbed into the system, and the next milking will be so much less in quantity. Cows will not yield their milk to a person they dislike; but will show by their quiet attitudes and chewing the cud that the operation, when performed by a gentle and expert milker, is productive of pleasure. The udder and teats should always be washed clean with water, which in the winter should be warmed. This will not only insure the cleanliness of the milk, but will cause it to flow more freely.

Mrs. Partridge says she never received but only synonymous letters in her life, and that spoke paragonically of all her acquaintances.

Good Barstow.—Great talent renders a man famous; great merit procures respect; great learning gains esteem; but good breeding alone ensures love and affection.

This Barstow over the Ohio at Wheeling will be open for travel by the 1st of May next.