NORTH BRANCH CANAL. THE QUESTION OF DAMAGES. On the other hand, if the work is not to be com pleted, and that speedily, this question of damage becomes one of great moment. The superalleled spirit of liberality evinced by the cuizens of the fine valley through which this canal is located, in CONCLUDED FROM FIRST FAGY. By talls on 250,000 tons for 1852, 235;000 surrendering without reserve the free right of way to the Commonwealth, and allowing their farms to be divided, and beamint bottom lands along the river to be cut up, must be met in some proper 1.026.400 Interest on same one year, 61,584 1.087 084 mode by the Legislature. For upwinds of reven Deduct tolls for 1853, on 850,000 tons, years they have forborne to press their claims upon the Common wealth for specific damages. It must be admitted that in this respect, at least they have .**329.00**0 758.984 38,148 Interest on same one year, been patient and unobtrusive. At the present session, however, numerous petitions and claims for 797,132 such damages have been pre-ented for the citizens along the North Branch of the Susquehauns on the unfinished portion of the line. Every principle of Deduct tolls, 400.000 tons for 1854, 376,008 421.131 ustice and good faith requires that there claims Interest on same one year, 25;267 should be met; in this light, they cannot be resist. ed. To those cuizens, the canal is not merely a useless and unsightly ditch. It has destroyed pub-lic treads, it has divided farms and farm buildings 416,339 Deduct tolls, 450,000' tons for 1855. 423 000 Balance due Nov. 1855, 23,399 it has absorbed thousands of acres of as fertile land By tolls on 500,000 tons for the year 1858; as the State possesses 470,00 They consented to this. in view of the many To balance due Commonweaith in 1855, promised advantages wich woold result from being with one year's interest on \$23,399, 24 83 contiguous to a great chain of inland navigation .-Not upon, the plainest principles of common right 445.162 One year interest, 26,709 and common justice, either the State must complete his work and car y out its original contract, or i 471.871 must compensate those of citizens whose property Tolls on 550,000 tons coal for the year 1857, 517,000 it has destroyed, and whose privileges, instead of extending, it has abridged. The committee have 988.971 no data from which to estimate with precision, the Interest for one year. 59,332 amount of camages to which the Commonwealth may thus become liable. 1,048.203 From the best light we can obtain, those claims Tolls on 575,000 tons, for 1858, would scarcely fall short of half the sine which is required to figish the canal. Surely there, can be 540,500 1.588.703 no hesitation which of these alternatives the Legis-Interest one year. 95,322 lature should adopt. By resuming and completing the work in question, we avoid all claims for dama-1,681,025 ages; we render our facilities for communication Tolls on 600,000 tons for the year 1859, 564,000 more complete; we extend their benefits to regions now wholly or partially secluded, and thus remove 2,248,025 the inequalities of advantages, producing harmony and kind feeling between different sections of the Interest one year, 134,681 State. 2,282 706 Tolls on 625.000 tons in 1860, 587,500 APPENDIX. A. - The North Branch Canal was one of the earliest projected improvements of the State. 2,970,206 Interest one year. 178,212 Tolls on 700.000 tons for 1591. 658.000 If antiquity may be allowed weight, in considering a projected public improvement, the friends of the North Branch canal might urge, that the work 3 806 418 Interest one year, 228.386 was one of the first to which the attention of the supply all America! And yet, there are professed Balance due Nov. 1861. people of Pennsylvania and New York was directed. The union of the valley of the Susquehanna with 4.034.804 Add tolls for 750,000 tons for 1862, 705,000 the great western Lakes-the opening of a conve-4,739.804 ment avenue for exchanging the luctions of the two States-ente Interest one year, 284,388 plans of internal improvement. Balance, 5.024.192 enterprize conceived in this cou Add tolls for 800,009 tons for 1863. owed forth in the project of Dr. 752,000 entific Riuenhouse, as early as Balance. 5,776,192 spirited Duane gives 11 a promi 316,561 pamphlet on "Roads and Wate published in 1810; and points of Interest one year, 6,122,753 ity of a canal between the head the Tioga river." In 1811 and 'E discussed before the Legislature COST OF COMPLETION AND PRESENT CONDITION OF and continued to gain public favo Messre. Brooke and Trezuyliny THE WORK. An experienced engineer, (Wm. B. Foster,) who authorities of the State to explor had charge of this line for four years before the work was supended, and who subsequently supergentlemen, at that time, actually fined, at the expense of Pennsyl vised it as one of the Canal Commissioners of the upon which the State of New You State for three years more, was employed in the structed the Chemung canal ! spring of 1847, by some public spirited individuals the discovery that anthracite cu of the northern counties, to re-survey the whole and best fuel in the world and best fuels. line, with a view to report upon its present condi- New York, gypsum and salt, was comparatively, in unfinished, which will be unquestionably be proviits infancy ical completion ; such as consisted with the less ambitious views of private enteprize. He gives B.—It has always been a fuvored project of the State the following as the result of a careful examina-of New York—and why?

\$14.767 107,252 122.019

ces its propriety in the most emphatic terms. Af. 109,718 completed, some work done on 6 others. 148.625 31 culverts, ranging from 2 to 24 feet span, 35,220 expressly the valleys of the Chemong and Chenan-0. as " proper avenues for reaching the coal field

From the Cayoga lake to Hudson river, the low- nal, extending to Olean Point, on the Allegheny et depression is the Oriskany valley, now occupied by the Chenaugo canal. This ridge bounding, as we have said, the long valley on the south, traverset the country in an undulating line. Insummit in generally, from twelve to fourteen miles, distant from the Brie canal, as far west of Onandeguze At the Port Watson summit, the rise is almost suffering within the distance of five miles. From this points the range we are pursuing, sweeps in a monthwas-terly direction, and becomes the southern boundary the Skeneratales, the Seneca, the Cayuga, and the Crooked lakes. The Susquehama river, and nearly all the stream

Rowing into it, rise near the summit of the ridge for into it, rise near the summit of the ridge outring into it. Geologists would term the whole country between this summit and the Surque-hanna valley, table land—worn by the action of water, through successive ages, into numerous large and nearly parallel ravines-having, generally, course north-east and sodill, 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 structory of the country, and the numerous facilities for internal trade. No river of the Atlantic states, and none but the

Mississippi in America, can bear any comparison with this noble stream. Its Northern branches, as we have seen, penetrate the State of New Nork through its very centre, to within a few, miles of the great Eric canal; they run into the region of the smaller lakes, and touch the sources of the Delaware. Its westers tributaries, intermining With the foomains of the Ohio. In the basin of the Budson, (so justly the pride of New York;) there is comprehended an area of fourteen thousand size bundred square miles. The Delaware basin ex-That of the Susquehanna, contains upwards of iwenty thousand; even if we consider it as termi**nating** at tide water. But it has been very proper-ly said, that this is a singular caprice of custom. "In nature, what is known as Chesapeake bay, is merely a continuation of the Susquehanna; and in strictness, James river, York river, Rappahannoc river, and the Potomac, are its tributaries." In this view of the subject, the great basin drained by its valers, comprises an area of at least sixty-five thousand square miles including a portion of the richest lands, and the most populous, and best culti-vated in the United States. The present resources, vated in the United Blates. The present resources, forty-eight tons. Average of the second period, and productive capabilities of this great, fruitful and interest ng region, defy calculation. There is coal and thirty-four tons. Average of the last period, and enterest ng region, defy calculation. There is coal and iron along its shores in Pennsylvania sufficient to statesmen amongst us, who cannot comprehend the importance of uniting this magnificent region, and immense configence of navigable waters we great inland seas of the ountry on their borders ! to be be united. A id the reader. Havre de Tide Water canal, which Pennsylvania canal, rying canal ? er to Duncau's Island .off, up the Juniata to the n one direction, and as squehanna in another .re considering. A wide, completed, and in operaona to Pittston, at the From Pittston to the From f Pennsylvania, as we al is more than two thirds ded for, either by the State of New York, or by in dividual enterprize, as soon as the work on the North Branch of the Susquehanna shall be resumed. At Elmira, we reach the Chemong canal, constructed by the State of New York, to the head of the Seneca lake. Here this beautiful lake, "narmw, deep and never frozen, is navigated by steamboats at all seasons," down to the out-let at Geneva.-Theore partly through the out-let of the lake, and parily by a State improvement, we reach Moniczu-ma 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 dor -" there will be through the heart of the two

river, one hundred and twenty-two miles. When we arrive at Lake Srie, the most cudless pavigation of the great northern lakes is before us. We can reach the ocean through the Gulf of St. Lawence, or proceed inland to be Gulf of Mexico. Where, in all the wide world beside, can such an exhibition be found ! Where, a country so inter-

aced with such an extent of artificial internal navgation ! 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 anbracite 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 thick-

D.-Increase of Coal Trade of Pennsylvania.

In order to show the astonishing increase of this rade, we give the following tabular statement, com piled from the most anthentic sources -comment ing with the year 1820-when the first anthracity Coal was set

y populated and fertile country.

Years.

1820 1821

1829

1823

824

1825

1826

1827

1828

1829

1830

1831

1831

1883

sent to market:		•	-
No. of Tons	Years.	Ňo	of Tons
365	1834		376,638
1,073	1835		560 658
1.240	1836		682,428
5.823	1837		881,476
9,541	1838	•	739,290
34,893	1839		819 327
48,047	1940		865,414
63,484	1841		842,244
77,516	1842	t,	109.000
112,082	1843	ſ	268,852
174,734	1844	I.	627,588
176,820	1845	.2	012,742
373 871	1840	2	343,992
437,648			982,309

The increase in 1847, it will be perceived, is six undred and thirty-eight thousand three hundred and seventeen tons-more than two thrusand tons for every working day in the year! If we take the first twenty-seven years of the above table, and diride them into, three periods of nine years each, the result will be - total number of tone marketed up to 1828, two hundred and thirty-nine thousand eight hundred ane forty-five. Second period, ending in 1837, three millions eight hundred and twentynine thousand eight hundred and twenty-nine.and twenty-nine. Showing that the quantity con-sumed during the last nine years, was three times as

ed a very moderate estimate for the annual consump tion of coal in western New York, with its five ci vast net-work of canals les and innumerable villages. two hundred thousand tons. Why, a single iron manufacturing company in Pennsylvania, consumed sixty thousand tons of -At this point commen. | anthracite, and one hundred thousand bushels of bituminous coal in a single year! What man in e Susquehanda river, a his senses, who gives due consideration to these re-Here it unites with sults, can doubt the productiveness of a coal-car-

> E-Statement shewing the distances from the mines below Lackawannia, to various points in the State of New York, where markets will be found for An-Uracite; and also the estimated net value of a ton of Coal delivered at these several points.

> > \$2 55

2 77

3 00

3 81

3 66

4 30 4 91

5 25

*4 00

4 46

4 61

				Miles.	Val. of coal	t	o
coal	mines	lo	State line,	100	. \$2	ł	5
	do		Elmira,	117	2	2	7
	do		Beneca lake	140	3	1	Ó
	do		Geneva	125	3	t	8
	do		Montezuma	206			6
	do		Palmyra	241	4		Ő
	do		Rochester	270			3
	do		Lockport	831			9
	do		Buffalo	365	-		2
	do		Syracuse	210	•4		
	do		Orwego	278	4		3
	đo		Rome	286	Ā		ž
	do		Utica	301	4		6
	do		Little Falls		-		š
	do		Schenec'dy				ž
	do		Albany	511			7
					~		1
	-						

da

F.-Progress of the Iron Trade.

four hundred and forty-four thousand four hundred and ten dollars.

In 1840., by the centus, returns, the number of furnaces is stated at eight hundred und four ; tons of ifon produced two hundred and eight point the sand nine hundred and three. Bloomeries, forges and rolling mills, nine hundred, and seventy-five; all of which afforded one hundred and ninety-seven thousand two hundred, and thirty-three tons of bar, alit and hoop iron. Aggregate value of the production of that year, twenty-two millions seven hundred and seventy-eight thousand six hundred, and thirty-five dellars. These returns, with a want of accuracy, characteristic of this species of informa-tion, do not distinguish between blast furnaces pro-ducing pig metal, and those manufacturing castings. mmittee of the Coal and Iron association The c of Pennsylvania, reported in July, 1849, an estimate of the iron manufactured in this State, from which we derive the following summary :

arnaces operating by the use of charcoal,² 474 Namber. Tons ann'ily 248.600 110,4:7 317 369.056

focrease in the number of furnaces in the last four years, one hundred and four; in the number of tons produced, two hundred and sixteen thousand one hundred and seventy-one, being at the rate of ,428 one-hundred and forty-two per cent. for that period ! 476 Mining the anthracite & ore, there are employed. 4 978 minera. In making charcoal. 12.528 wirking Dependent on them for subsistence, 69.824 persons 327 Total, 87,000 Persons employed and deriving their support, from the conversion of ison, may be esti-mated the same, at least -87.030 174.000

This, without estimating those employed in the transportation or sale of iron or the business of rail ways and canals. With scarcely an exception, the mercantile sup-

plies of all these are derived from Philadelphia. If the Wyoming region be opened to a profitable market (as it will be when the North Branch canal is made,) what an important and beneficial increase will follow in the trade of that city with this region ! Will she not thus derive a per centage upon every ton of coal and iron sent northward I

Carbondale, situated at its extreme north-east end. s now the most important working point of this field. The Delaware and Hudson canal company have necessarily, a monopoly of the trade at this point,-Their canal and railroad extends to Roundout, on the Hudson river, one hundred and twenty-three miles. It cost about two millions five hundred thousand dollars. Carbondale was a rude; forest soli-tude in 1828. In 1833, five years after, it contained a population of two thousand souls ! At this time it contains at least, seven thousand; having some thirty mercantile establishments, and seven convenient churches. Harrison, (you will look in vain for it on the maps.) is about midway between Carbondale and Wilkesbarre in the valley of the Lackawanna. This village was commenced five years since, and now contains at least two thousand inhabitants. Open this great coal and iron field to a northern market and the same spirit of enterprize would be exhibited throughout its whole extent -Philadelphia now has, and would continue to have the mercantile supply of this region, except at Carbondale which trades with New York. Has our commercial metropolis then no interest in this measure independent of its beneficial result to the resources of the State ! Has the State at large no interest in increasing its revenues, and enlarging its sources of wealth and prosperity ? The answer to these important inquiries, will be found in the

adoption or rejection by the Legislature, of the bill now before it, for the completion of the North Branch canal.

Mechanics. Removed to north side Public Square ! H A. Chamberlin, H AS just returned from the city of New York with a large supply of Watches, Jewelry and Silver ware, comprising in, part, the following articles :- Lever, L'Epine and Plain Watches, with a complete assortment of Gold

Jewelry, such as Ear Rings, Finger Rings, Breast Pins, Bracelets, Lockets, Gold chains, Gold Pens, Keys, etc. Also, all sorts of Silverware, and any quantity of Steel Beads-all of which he offers for sale exceedingly cheap for CASH.

Alencal HEMORRHOIDS OR PILES

INTERNAL AND BETERRAL PERMANENTLY CURED By Dr. Upham's Vegetable Electuary. A N INTERNAL REMEDY, which, if used ac-cording to directions, a cure for life is guaranteed.

STRPTONS OF THE DISEASE, A common consequence of this affection is a kind e tenesmus, or leasing down semation, as it is familiarly called; there is also heat, 'ension and throbhing in the part, varying from a moderate degree of these sensepart, varying from a moderate degree of these sensa-tions to the most excruciating suffering :---these are caused by the great flow of blood to the parts. Some-times the inner cost of the bowel protrudes at every evacuation, forming what is called. Prolapsus or falling of the bowels; this is the effect of long continued irri-tation and weakness of that organ. It some instances the matter everyous pains, which are instances the patient experiences nervous pains, which are indis-cribable, and known only to the sufferer, which commence immediately after an evacuation, and continue from thirty minutes to several hours ; these sensation are very annoving and sometimes very distressing, ... This disease, when of long continuance, is sitended by pain and weakness in the back, irritation of the kid. pain and weathers in the term, interesting, but the suc-neys and bladder, and other organs in the vicinity, pain and numbross in the legs and feet; a sense of straight-mess about the cheat, and unnatural fullness of the alsmess about the chest, and unnatural fullness of the al-dominal viscers, accompanied with pelpitation of the heart and oppression, individuals sometimes experience, previous to an attack of the Piles, symptoms denoting great derangement in the circulation; there is a sense of weight and pressure in the solomen, with a peculiar feeling of uneasiness in the bowles, constipation of pfc. ringum, sttended with pain in the back and loins, nansea, and slight pains in the stomach, pale countenance, confused sensations in the bead, weariness, and initable and discontented state of the mind, and a sense of fullness and oppression in the region of the stemach. The circulation on the surface is feeble, and the current of blood determined inward and downwards. FOR ALL OF THE ABOVE DISEASES AND COMPLAINTS.

Dr. Upham's Vegetable Electuary. Cures Effectually and therefore prevents Piles.

READ THE TESTIMONY.

HUDSON, December 11, 1846 GENTS. -- I have used Dr. Upbam's Vegetable Pile Electuary which I purchased of you. and find it one of the best medicines in use for the piles, and also for all billious affections, arising from an impure state of the system. Yours, &c. E. A. Cols, Marble Dealer.

> UNITED STATES MERSHAL'S OFFICE, New York, Dec. 6, 1847.

MESSER., WEATT & KETCHAN-Gentlemen :-- Un. derstanding that you are the general agents for the sale of Dr Upham's Vegetable Electuary, for the cure of Piles, I have deemed it my duty to volunteer a recom-mendation in bebalf of that invaluable medicine. have been afflicted for many years with piles, and have tried various remedies but with no beneficial effects-1 began to consider my case utterly hopeless. But about the first of September last, I was prevsiled upon' by a friend to make a trial of the above named medicine. took his advice and rojoice that I am not only relieved, but, as I believe, perfectly cured. I most carnesiy mmend it to all who may have the misfortune to be afflicted with that annoying and dangerous disease, Very respectfully, your ob't servant.

ELY MOORE.

REMARKABLE CURE OF PILES!! THIRTY YEARS STANDING !!

MOUNT WASHINGTON, Berksbire Co. (Mass.) Nov. 29, 1847. MERARS. WYATT'& KETCHAR-Gents: For thirty years I have been sfilicted with piles, general debiny and inflamation, causing tumors and prolapsus of the bowels, and which had resisted all the medical tratment Dr. Chapman and others could give. The last three years of that time my sufferings defy description. I was confined to bed, unable to help myself, and at las given up by my phisicians and friends in despair of erer gaining my health ; in fact for three days before] was entirely speechless and my, burial clothes were made. But under Providence, and the use of Dr. Up ham's Electuary, though an OLD MAN I have the please ure of stating the FACT to the public that my hralth s now goo', and hope to live many years, if it is Go's will, to make known the virtues of Dr. Upham's Elect uary, and to recommend it to my afflicted fellow metures. It helped me beyond the expectations of all that knew my case, and I only say to others that it is, in my opinion, the best medicine in the world for Piles, or an other disease of the bowels; and if they will use it at cording to the directions, I will myself warrant a can

in every case. CORNELIUS SPUR

rich mineral pro-	have described, with the
red into the earliest	porth, and the flourishing
which enligetened	But let us look at "the
intry. It was shad-	and railways in each State
Smith and the sci-	resort to the map will ai
1762. The public	Grace, on Chesapeake Bay :
inent place in his	ces the Susquehanna, or
er Transportation,"	extends to Columbia on the
of the "practicabil-	distance of forty-five mile
of Seneca lake and	the central division of th
2, the measure was	which continues up the riv
e of Pennsylvania.	At this place it branches
runiil 1897; when	Ohio river, at Putsburg, in
were sent by the	cends the valley of the Sus
e the route. These	The latter is the route we a
surveyed and de-	well constructed canal is
vania. the very line	
k subsequently con-	tion along the Susquehai
Il this, was before	mouth of the Lackawanna
al was the cheapest	northern boundary line o
when the trade in	have before stated, the cans
- WACH WE URDERN	RUISBER. I DERCE to Filmit

In 1826, Governor Clinton, in his annual message to the New York Legislature, refers cursorily to the project of uniting the lakes of that State with the valley of the Susquehanna ; but in 1828, he enfor-

ter enlarging upon the necessity of some substitute for wood for fuel-the expense of which, in places of concentrated population, he states, had even at that early day become "enormous"-be points out

Third period, ending with 1836, eleven million;

five hundred and forty-nine thousand and sixty.one. This would give an annual average for the first nfue years, twenty-six thousand six hundred and one million two hundred and eighty-three thousand

large as during the preceding eighteen years ! The Commutee of Ways and Means have adopt-

84 road and farm bridges over the canal, 24 either finished or parily so. 27,690

2 towing path bridges over Chemung, 11,028

over run at Towanda, 500

I dam across the Chemong at Athens,

Total estimated cost of dams.

9 aqueducts, 8 of which are partly built,

27 locks and 2 guard gates, 3 of t e former

2 dams across the Susquehanna,

18 water ways around locks, a water ways around locks, Making fence, 15,000 rods, Removing buildings from the line of canal, Sections comprising excavations of earth and rocks, embankments, vertical and slope walls, fining, puidling, &c.,

Total estimated cost of completing line, 1,106,037

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

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 the work has sustained by its suspension, consists in the natural decay of those wooden portions of the locate, waste weirs and bridges which were wholly or in part complet. ed; 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 loes not exist to near as great an extent as he had apprehended; and makes but a small news in the estimated amount of work required to complete the fine. The points at which these elides are tikely to occur are all now well developed, and by proper care in construction, the line they be so arranged as to avoid, for the future, all interruption or difficulty from this cause. The lo-tation of this canal is upon a high level, and unlike reference to the flood of March. 1846, which had proved so destructive upon the Delaware, Susgnehanna, and North and West branch divisions of the State canals; and found, with the exception of the feeder levels, that this, the greates: flood which has occurred for more than half a century, had not eached in general above the plane of canal bottom; and in no single instance had the water pars-el over the banks of the canal where they were raised to their full beight. I feel, says Mr. Foster, entire confidence in the opinion, that if this canal had been finished and in resp, it would not have matting it demands by this actendation. mined damage, by this extraordinary flood in the river, to the amount of two hundred dollars, shrought its emire length. This is an important fact in reference to the raise of this improvement. While the Delaware division, sixty miles long, was damaged to the amount twenty-sight thousand dol-hars, the Suggashanna and branches, one bundled and sighty six miles, to near sixty thonsand, and one hundred-miles of the Eastern portion of the main line, to the amount of it inty thou suid dollars, here we have a line of ninety-four miles, informe constructed as who accure trant the light fided that his occurred within the pusteix-

ty years. Amother important fact in reference to the dost of completing the North Branch Cartal 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 Stats of Pennsylvania. This itean, often, a venations and costly one in the construction of public works, is nearly out of thequestion so far as concerns this work. The few remaining cases, where re-leases were not obtained, present no verious obstaall's improvement is so strong for its completion, that we are assured not the teast embarrassment or difficulty need be apprehended from this source.

of Pennsylvania;" and characterizes them as "great nal, 24 either finished or parily so, 27,690 Total estimated cost of bridges, ______ 39,128 17 ck-bouses, ______ 13,500 19 waste wiers, 5 of which are parily finish'd 10,000 19 waste wiers, 5 of which are parily finish'd 10,000 19 waste wiers, 5 of which are parily finish'd 10,000 19 waste wiers, 5 of which are parily finish'd 10,000 10 the was addressing. All the subsequent discussions 10 the New York Legislature upon the subject of 5 400 5,400 the Chemung and Chenango canals—all the plans 8,600 and surveys of the canal board of that State, in \$1,700 reference to these works, had in view a supply of 2,400 coal from Pennsylvania, by way of the North Branch of the Susquehanda. In 1839, an extension of the Chemong canal to the Pennsylvania line. 999.727 connecting with the North Branch improvement,

was actually, surveyed and located by the authorities of New York. The next year, Governor Se ard of that State, in a communication to the Leg. Mature, remarks, that " the laws authorizing these lateral canals, looked forward to their ennuection with similar improvements beyond the State." "This connection," he continues, "must eventually take

place; their construction will then be similated, not only by the promotion of the general prosperity, but also by their liberal contributions to the public treasury." Again, in his annual message of the next year, 1841, among the many causes for public gratulation, he enumerates the facts, that "the iron from the banks of the Au Sable, is exchanged for the salt of Onondaga; and the gypsum of Madison and Cayuga fertilizes the fair fields of Pennsylva nia; while the coal of that State is moving to supply the place of the mouldering furcels of the west." in the month of May, subsequent to this message, th work on the North Branch was suspended.

The Chemong canal, from the Seneca lake to the Chemung river at Elmira, twenty-three miles, was commenced in 1830, and cost, including the late re-construction of the locks, six hundred and forty one thousand six hundred dollars. The Chenange canal. from the Susquehanna river at Binghamton. to th . Erie Canal at Utica, ninety-seven miles, cost almost all other canals in Pennsylvania, will not two million four hundred and seventeen thousand be liable to injury from the periodical floods in the dollars. These works taking their whole period river. On this point he examined particularly with of operation, have not as yet paid expenses and repairs. Nor will they do so, until connected with the North Branch line. Now, if that gifted statesnran, De Witt Clinton, urged these two works to be undertaken; and if, as must be manifest, they were undertaken by the great State of New York, mainly for the purpose of the coal trade, why shall Pennsylvania hexitate about the completion of her single half finished line, which is to supply trade and ton-nage to both? Can any one doubt, that it must become eminently productive !

The people in the upper regions of the Susque-hanna, think the abstract question as to the merits of this improvement, was settled many years ago. To them if is an ungrateful task to vindicate now, the original propriety of an undertaking more than half. completed; and which, in its present condition more, for its hundred miles in length, a fertile valley, dividing their fields, destroying their public roads, while they continue to be taxed to pay interest on an expenditure which has thus proved a curse!

G.-Tur North Branch canal will form a part of the

longest chain of interal navigation in the world !. stion of the committee on this point The suge

are ondenbiedly correct. and justifysifdillon af 31. lustration. The Eric canab of Now Loth, dies in the long valley which extends from the Conves fails on the east, to, the Trondequoit 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 fost above lake Ontario. The south-ern range is not intersected by a single important leases were not obtained, present no verious obsta-eleasin the way of its progress; as the desire of The towart and most remarkable one in the south the oblizens and novners of lands along the line of the range is that is which the Chemong canal is stream. These highlands are nearly all of the located, between Sensea lake and Chemung river. The summit here, is four hundred and aixty-five feet above the lake.

done)—" there will be through the heart of the two grant States of Pennsylvania and New York, an un-broken line of internal navigation—uniting Chesa-peake bay, lake Erie, lake Ontario, lake Champlain with this time. The importance of the iron trade, and its proba-ble influence upon the financial destines of Penn-sylvania, justify additional details in regard to it, at this time.

Now, let us trace again the line we have pointed The first iron made in America, we find by the out, and mark in detail, is numerous conjections interesting "Diary of Colonel Byrd," written beand inlets, and the immense space over which they spread, like arteries in the human frame, diffusing life and energy throughout a creat and prosperous Virginia. As early as 1732, four furnaces were in country. From Havre de Grace up the valley of operation in the eastern part of that State. In 1750 the Susquehanna, to the northern boundary line of the mother country, although she repeated the du-Pennsylvania, is about three hundred miles. From ties on pig and bar iron made in the this, through the Seneca lake and by the Eric canal nies of America, prohibited in the same law the to Buffalo, two hundred and sixty more-making in round numbers, this line of communication between Chesapeake bay and lake Erie, fve hundred and sixty miles. Intersecting and lateral to this line, in our way northward from the bay, we have, first, at Columbia, the railway to Philadelphia, eighty- In 1765, there were shi one miles in length. Then, at Middletown, we find ty-two tons of bar icon the Union canal connected with the Schuylkill riv-er at Reading, eighty-two miles. From Reading, the Schuylkill navigation, extending some sixty miles farther, makes the line complete from the Susquebanna 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 country of Lan-

caster, to the city of Lancaster, thirty-five miles. Crossing to the other side of the Susquehanna from Harrisburg, is the Comberland Yalley railway (partly finished) to Chambersburg, fifty miles.— Still opward, at Doncan's Island, is the time extending up the Juniata, and across the Allegheny to Pittsburg, two hundred and fifty eight miles. Here the Pennsylvania railroad also takes the same di-rection. At Northumberland diverges the West Branch canal, running almost to the geographical centre of the State, seventy-three m - A Wilkesharre, we meet with the works of the Lehigh Navigation company, which extends to the D-laware river at Easton, and make the chain perfect from Wilkesbarre, on the North Branch of the Sus- ginia the amount produced, five thousand three quehanna. to the city of Philadelphia, one hundred and fifty-two miles. At Towanda, Bradford county, a railroad near twenty miles in length, penetrates New Jersey, eight furnaces and seventy-nine forg 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 pavigation we have been pursuing, is the New York and Brie railway, four hundred and forty-six miles. This point is about equi-distant between the two extremities of that great work-Dunkirk, on Lake Erie, and Tappan bay, on Hud-

'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 Senera lake, twenty-three miles. "This deep, narrow lake stretch-es some forty miles through a bendtiful country, precisely in the requisite direction ; and boats are easily transported upon it is outlet at Genera; thence parily through this oblice and parily through an artificial route, (which is also connected with Davege lake) to Montezaina, on the Erie canal .--From Montexumit to Albany is two hundred and five miles-to Buffalo, one wondred and fifty-nine miles. These two distances, make up' the, entire line of the Erie Canal, connecting take 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 ways) we first meet, nine miles from Albany, on our way northward, the Champlain canal, extending to White Hall, on lake Champlain canal, extending to White Hall, on lake Champlain canal, extending to the data of forty-right tons of iron, which was con-White Hall, on lake Champlain, seventy-six miles. Thea at Rome, the Black River canal unites with and sixty-eight tons of bar iron, and twentythe Brie-running eighty,six miles into the north- eight thousand two hundred and seventy-two tons

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British colo "erection of any mill or engine for slitting or rolling of iron, or any plating forge to work with a

with the manufaciüres of the mother country-In 1765, there were shipped eight hundred and twen-

Statistics in regard to the early manufactures of this country, are difficult to obtain. The earliest connected view of the manufacture of iron within reach at this time, is furnished in Tench Coxe's "Review of Lord Sneffeld's Observations on the Commerce of the United States." That pobleman, in the true spirit of the English statesmen of that day, (a spirit which seems to have been faithfully transmitted to their posterity.) was very anzious to demonstrate to the American people, the futility of their efforts to manufacture for themselves. He remarked, in reference to iron and steel, " that whatever is made of them, is made at much greater ex-view was written in 1791, while he was a Commis-sioner of Revenue under the government of the United Btates, and enjoyed superior facilities for obtaining statistical information. In regard to the extent of the iron manufacture at the time be wrote he states, "the from works of Massachusetts (muny of them small) are twenty-six in number. In Virhundred tons per annum. In Pennsylvania there are sixteen furnaces and thirty-seven forges : in

es; besides a number in Maryland, and several of the other States. In 1810, Dr. Seybert makes the number of iron furnaces in the United States, one hundred and fiftythree. Tons of iron manufactured, ffiy-three thousand nine hundred and eight. Number of forges three bundred and thirty; producing twenty-four thousand five hundred and forty-one tons of bar iron. He derived this information from the census returns of that year. Coxe's tables, prepared for Mr. Gallatin, then Secretary of the Treasnry, and in obedience to a resolution of Congress of the 19th of March, 1812, gives the number of furnaces in Pennsylvania:--blast furnaces, forty-four; air furnaces, six. Product, 'twenty-six thousand eight hundred and screnty-eight and a half tons."

The Hon. John Mitchell, in 1828, on his examination before a committee of Congress, makes the ollowing estimate of the iron manufactured in Penasylvania, at that period -bar iron, twenty-one thousand eight hundred tons ; cast metal, forty seven thousand and sevenly-five tons-of which latter amount, thirty-two thousand seven hundred tons are used in the making of bar iron; the remainder is

converted into castings. A committee of the friends of domestic industry. which assembled in the city of New York in 183 in a very able report on the subject of the manufac ture of iron and steel, give a carefully compiled estimate for the previous year, 1830. The two hundred and two furnaces then in operation, proverted into ninety thousand seven hundred. the Eric—running eighty, six miles into the north-ern interior of New York. At Syracuse, the Os-wego canal diverges to lake Ontario, thirty-six miles. Passing Montezema, the point where the mente to Chesapeake hay points whith the Eric canal —we next, at Rochester, and the Securese Valley ca-•Coal used in manufacturing sait, would go free of toll from Filmina to Synacuse; and the cost for that object would be three dollars and seventy-fige costs per ton.

N. B .- MAPLE SUGAR, and Country Produce taken in payment for work ; and also, learn now, and forever, that the Produce must be paid when the work is done-I war against credit in all its forms. W. A. CHAMBERLIN, Agent.

Towanda, April 28, 1848, 40,000 LIVES LOST!

GREAT REVOLUTION IN FRANCE. Merely for the want of cheap Clocks, Watches and Jewelry! Great Rush at the

NEW CLOCK AND WATCH STORE!

TAMES P. BULL respectfully informs the citizens of Towanda and vicinity, that he has lately retorn ed from Philadelphia, and permanently located in Towands, one door below the Brick Row, in the room formerly occupied by Mercur's Hat Store, where may be found gold and silver watches, gold, fob and guard tomore good and silver pencils, gold pens, breast pins, finger rings, dc., cheap for cash, and every article war ranted. A large supply of CL-WKS, of the latest improved patterns, sunning from 30 hours to 8 days and a month, with one winding.

TParticular attention paid to repairing CLOCKS, WATCHES & JEWELRY, of every description, and from the long experience which he has had in the business, work left in his care will be done in the best workmanlike manner. Old gold and silver taken in exchange. Towanda, August 16, 1848.y

BOOT & SHOE MANUFACTORY



ment to the shop between Kingsbery's and Bartlett's stores, and where he still solicits a share of public patronage. He intends, by a careful selection of stock, and by sttention to the interests of his custoners to make as neat and durable work as can be maufactured in this part of the country. He will keep constant y on hand, and manufacture

order, Morocco, Calf and Coarse Boots and Shues , Ludies' Gaiters, Shoes and Slips; Children's do. Gent's Gaiters and Pumps, Ge. T Country Produce, of most descriptions, taken in

ayment for work, at the market price. Towanda, April 26, 1847.

DISSOLUTION.

NOTICE is hereby given that the co-partnership heretofore existing between CHAMBERLIN & PORTER, as Druggiste, dcc., is this day dissolved by mutual consent. The business will be catried on by H. C. PORTER, who will settle all accounts of the late firm. Towands, Jan. 6, 1819.

New Tailoring Establishment, In No. 2, Brick Row, over the store of E. T. Fox, third story. D. HUMPHBBY,

Respectfully informs the citizens of Towan-da, and the public generally, that he has removed his Tailor shop to No. 2, Brick Row, over the store of E. T. Fox, third story, where he solicits those in want

E. 1. FOX, third story, where he solicits those in want of Tailoring, to give him a call. Having been employed in the most fashionable estab-lishments in Philadelphia and elsewhere, and being de-termined to spare no pains to please, customers may depend upon having their work done promptly and in good style as can be had at any shop in town. All ork warranted well made and to fit.

C Cutting done cheap, and warranted, "I Country, "y" by a taken in payment for work.

EGRAMONT, Berk. Co., (Mass.) Nov. 19, 1847. The above certificate tells a simple and truthful story of suffering and relief, of which, as physician and witness in the case, I cheerfully endors DR. CHAPMAN.

NOTICE. - The genuine Upham's Electuar he his written signture, thus (T A. Upham; M. D.)-The hand is alone done with a pen. Frice \$1 a hor. (T Sold whole sele and retail, by WYATT & C) Sold whole sole and retain, by RETCHAM, 121, Pulton st., N. Y., and by Druggin, RETCHAM, 121, Pulton st., N. Y., and by Druggin, generally throughout the U.S. and Canadas. HIRAM MIX, Agent for Towanda, Pa. 45y

NEW ESTABLISHMENT MIEWW IPHRICHES.

L. M. NYE & CO., wouldn specilly inform the citizens of Tosanda and the public generally, the they have on hand & manufacture to order all kinds of CABINET FURNITURE, of the best mate

Fishs, and workmanship university to surpassed, in addition to the surpassed will keep on hand av assortment in country shops, we will keep on hand as make to order SOFAS, of various and most appoint patterns : Sofa Rocking Chairs, upholstered in supers style, and for case and durability cannot be surpass ven in our large cities. Also, the half French Mr logany Chair, beautifully upholstered, with curled by ch never loses its elasticity, and finished with 12 best hair seating. We flatter ourselves that brind had much experience in the business, we shall be and had much experience in the outputs, we shall be a to satisfy all who may feel disposed to call, both sy quality and price, and by strict attention to bust bops to mean and receive the patronage of a liberal ca munity. L. M. NYE & CO. Towanda, September 1, 1847,

CABINET FURNITURE

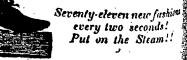
MAY BE HAD at our shop much lowergthes! has ever been sold in Towanda. Goods " chesp, and wheat am lowered, and that is the reason can afford all for to do it. All kinds of produce where be received in payment. Also, LUMBER of all kinds Sept. 1. L. M. NYE & CO.

TLL be kept on hand a large assortment. ncy than can be produced at any other establishments

the land. Those who are under the necessity of 1th curing that article will and shall be satisfied. A ref bearse and pall may be had in attendance when dears September 1, 1847 L. M. NYE & CO. L. M. NYE & CO.

BOOTS AND SHOES.

What are you about here ? Aru't ye! Yes, I guttsi THOUSANDS of times the updation has been as Where on earth are all the Body and Short # 'nufactured that supply the continual rush at the cost of Main and Bildge streets ! O'Hara answers that is the place, and these are the things we do it with



Hear ye !- hear ye ! and understand, that O'Hart's the corner of Main and Bridge streets, will sell at not this seasch. 39,781 pairs of Boots, Shoes and Brogs at a less price than ever was or probably ever will be fered again in Towanda. The Ladies' Department in this establishmen

richly furnished with fashions. Ladies', muses' # children's fancy and common boots and shors, even the extremity of the latest fashions. Mistake not place -Corner of Main and Bridge streets, the place Store in Bradfund Control of the Bridge streets, the place Store in Bradfund Control of the Bridge streets, the place Store in Bradfund Control of the Bridge streets, the place streets and the store streets and the store streets and the store Shoe Store in Bradford County. Half cash an trade for Butter. H. U'HARL

