

Bradford Reporter.
Free Soil, Free Speech, Free Men!
Freedom for Free Territory.
E. O. GOODRICH, EDITOR.
Towanda, Wednesday, Nov. 28, 1849.

Terms of the Reporter.
\$3 50 per annum; if paid within the year 30 cents will be deducted. For each paid quarterly in advance \$1 00 will be deducted.
Advertisements per square of ten lines, 50 cents for the first, and 25 cents for each subsequent insertion.

Appointment by the Canal Commissioners.
EDSON ASPENWALL, Esq., of this County, has received the appointment from the Canal Commissioners, of Superintendent of the North Branch extension.

This appointment, which was asked for by all parties in this County, gives universal satisfaction. Mr. A. possesses the highest qualifications necessary for the discharge of the duties of this responsible and important station, and while the interests of the Commonwealth will be guarded with fidelity and zeal, his gentlemanly deportment will make him a popular officer. The Canal Commissioners deserve credit for an appointment of highly proper, and so in accordance with public sentiment in the North.

The Letting.
The late Argus, has a characteristic article in regard to the Canal Letting, which contains some assertions so palpably manufactured by deception, we cannot let them go unanswared.—We extract the whole article, that our readers may see the liberal and unfair tone in which it is written.

CANAL LETTING.—Proposals for the completion of the several sections advertised in the local papers, were received at Tunkhannock, on the 12th inst. It is understood that the bids have been sent to Harrisburg for the avowed purpose of being opened and acted by the Canal Commissioners; but we have heard it hinted, for the real purpose of being inspected and passed upon by Jesse Miller, who is understood to be the chief fagman of the majority of the Board. It is now nearly two weeks since the letting took place—a sufficient time one would suppose, to have got along with most any amount of shuffling and packing of the proposals; and yet we have heard of no one who are the favored individuals. Of course the pay of engineers &c., goes on as regular as though they were engaged in staking out ground for the workmen. All this bodes no good for the future.

Our information from Harrisburg, in regard to the allotments, is that Mr. Foster upon arriving at Harrisburg for the purpose of registering and preparing the bids for the action of the Canal Commissioners, was taken ill, and was obliged to return to Lewistown (now a short journey by the Central Railroad) Mr. Gamble accompanying him, and taking the bids with them; for the purpose of preparing them. When they are completed Mr. Painter with Mr. Foster would proceed to Philadelphia for the purpose of securing a meeting of the board to dispose of the matter.

We also understand that a large number of bids have been received, from the most experienced and responsible contractors in the state, offering to do the work at low prices.

The fling about "the pay of engineers, &c. going on," is as gratuitous as uncalculated. The editors knew, as almost every member of our community was aware, that as soon as the work was surveyed for the letting, the engineer corps was disbanded, and their pay stopped—though they were to be idle but a few days; a course which is seldom adopted and which nothing but "an earnest desire for the most rigid economy on the part of Mr. Foster, could have dictated—the pay, at best, being barely sufficient to defray the expenses. A portion are now engaged in surveying a part of the line below Tunkhannock.

Such attacks and insinuations as the Argus has here employed, "bode no good for the future," for the Canal. They certainly look like anything else than friendship for its speedy completion. If the interests of the state are outraged—if public confidence that the work will be economically conducted, is abused—we shall be the first to "cry aloud and spare not." Every friend of the Canal owes it to himself and the interests of Northern Pennsylvania to see that there be no such transactions as disgraced the reign of Stevens, Riker, & Co. With the officers now in charge of the work we have no fears. Mr. Foster, beside being a high-minded, honest and capable man has an interest in the completion of the Canal at the smallest possible outlay, which is a guarantee that not a cent will be squandered with his knowledge—a feeling in which we know his Assistant, Mr. GAMBLE, fully participates. The Superintendent just appointed, has the full confidence of our community, as a man whose business habits and honesty, are unimpeachable. The citizens of other sections of the state have a guarantee in such officers that their interests will not suffer. It would be fortunate for our Commonwealth, if every post in the State was thus filled.

We caution the Argus that such ill-natured articles are calculated to do much mischief abroad.—Here, they are powerless, being passed over as the scurrilous of narrow partisan feeling. But in parts of the State; not favorable to the North Branch they will be caught up, and commented upon as arguments against its completion. We hope to see no more of such: let us rather put our shoulders to the work, and giving credit to whom credit is due, forward its completion by every honorable means in our power.

Gov. JOHNSTON PROVIDED FOR.—The New York Globe says that it is now ascertained that Gov. Johnston, of Pennsylvania, will be the recipient of the very honorable and lucrative appointment of Consul at Glasgow, Scotland. It is a station which had many competitors, in consequence of its emoluments, being some ten thousand dollars per year. The Governor's particular attention to Gen. Taylor while travelling through Pennsylvania, before the election in that State, undoubtedly was the means of obtaining the General's favor.

PROPHETIC BANK.—By way of bolstering the credit of a notorious swindling concern, the Erie Bank, the State Treasurer of Pennsylvania, Gideon J. Ball, has issued a circular to the Collectors on the State Improvements, authorizing them to receive the notes of the institution in payment of tolls, &c.

The North Branch.
"The enemies of the North Branch are beginning to show their heads," says the Bradford Argus, and the tone of that paper last week proves its sessions true. It meets with direct opposition the proposition for suspending the operation of the "sinking fund," and calls upon the members of the Legislature "who have the finishing of this great work at heart to hold the state firm in its present policy and resist any and every attempt to change the state of affairs as they now exist." It backs up Mr. Ball's report, that the next year will give the Canal some six or eight hundred thousand dollars.

We have no doubt this is to be the settled policy of the whig party this winter in regard to the North Branch. The specious promises made in regard to friendship for that work will be forgotten—it will be made secondary to other movements calculated to advance the interests of the whig party. The sinking fund, which has begun to pay off our state debt, must remain in operation whether there is money left in the Treasury to apply on the North Branch or not—because to meddle with it would risk the popularity of the State Administration in some of the anti-improvement counties. Such is the language of the Argus, which we have no doubt is an echo of the mouth-piece of the administration.

We rejoice, as any Pennsylvanian should, that a system has been devised which will pay off our enormous state debt—but we fear that its operation will interfere seriously with the completion of the North Branch. If so, we trust a Democratic Legislature will take the responsibility of suspending its operations until a work can be completed which when once in operation, will materially aid its object. We have before us a letter from Harrisburg, giving us intelligence which can be relied on that instead of the surplus promised us by Treasurer BALL, that a loan will be inevitable to meet the February interest. This may be, however, and will have a surplus in August. But we begin to fear that the present law is insufficient for our wants if it is because of the abstraction from the Treasury of the amount devoted to the sinking fund. Delay its operations, if necessary, is the true policy.—The attempt to link the canal with any project for "linking the currency," or connecting it any way with Banks, will meet with no favor with the Legislature, nor would it be acceptable to the people.

Sullivan County.
We this week publish a communication in relation to the removal of the County Seat of Sullivan County, and also the proceedings of a meeting held in that county in relation to the same. Having upon a former occasion inserted the proceedings of a meeting in favor of a removal, justice seemed to require that we should give those opposed to removal from Laporte, the same opportunity of presenting their views to the public. The question is one which bids fair to keep the citizens of the county of Sullivan in commotion for some time yet to come.

THE PRESIDENT'S MESSAGE.—The letter-writers have had a peep at the Message. One of them writing to the Bradford Reporter—Says: "Two prominent features in the President's domestic policy will relate to the Tariff and Internal Improvements. In regard to the first, a moderate system of protection will be recommended; not a large increase of duties, but a system of laying those duties which shall put a stop to the villainous evasions and enormous fraud practised upon the revenue by foreigners, by which the country is cheated out of a very considerable portion of the revenue justly due, and our own manufacturers defrauded of their just participation in our own trade."

JAMES M. POWERS, the present whig Canal Commissioner of this State, has been appointed charge d'affaires at the Court of Naples. Mr. P.'s time expires in January next, when Mr. Gamble takes his place. His health for some time past has been very feeble, and we trust the more favorable climate of Italy will restore him to health.

MIRACULOUS ESCAPE AND PRAISEWORTHY ACT.—It is seldom we have to record a more self-sacrificing and philanthropic spirit than was exhibited at Shepherdsburg, a few days since, by Mr. Bowers, the gentlemanly and accomplished architect of the Maryland and Virginia Bridge. A free negro, in the employ of Mr. B., was engaged in blasting near the top of one of the highest cliffs on the Potomac river, and a sand blast having "blown out," he commenced re-drilling in the fissure of the rock. He had scarcely proceeded more than six inches, when the unburnt powder ignited, and the blast went off with a tremendous explosion, tearing the rock into a thousand fragments. Mr. B., who was near by, attracted by the noise, ran to the top of the cliff, and perceiving the negro dreadfully wounded, and in the act of falling off, without a moment's hesitation, leaped some 15 feet, to the bench on which he was struggling, just in time to save him. The escape of Mr. B. himself, was truly wonderful and miraculous. Had he struck two inches farther from the bank, he must have lost his balance, and been precipitated, with the negro, 250 feet to the water's edge.

Taking into consideration the humble character of the rescued, and the thousand chances to one against Mr. B.'s being able to maintain his gravity after a fall of 15 feet on a shelf only six inches wide, we may in truth say it was an act deserving the highest commendation, and worthy to be written in letters of gold.—*Charles W. (Va.) Free Press.*

SENDING THE UMBRELLA BY TELEGRAPH.—Among the very gentlemanly conductors on the Erie railroad, none is better known for his politeness and humor than Mr. Ayres. Not long since, an old lady from the neighborhood of Binghamton on the upward train of cars, when they had passed Cochester, and were upward of a hundred miles from Piermont, suddenly missed her umbrella. "There?" she exclaimed, in a voice that attracted the attention of all in the cars, "There? I do declare I've left my umbrella aboard the steamboat down the Piermont," and continued bewailing her great loss till Ayres entered. She repeated her great grievance and sorrow to him. "Bless you, madam," said he, "is that all? We can put you all right in a minute. Send for it by telegraph, ma'am," and so saying he reached up his hand to the bell rope that passed through all the cars, and jerked it once or twice and then went to another car, where by a wise management all articles picked up on the boat are carried along with the train. He returned a moment afterwards with the umbrella. "Lord amassy!" exclaimed the old lady in a fever of delight and astonishment, "I knowed they sent letters and newspapers by telegraph, but it's the first time I ever heard of sending an umbrella!"—*Journal of Commerce.*

DARLINGTON STAGE ACCIDENT.—We learn from the Potomac Emporium that a fearful accident occurred to the Northumberland Stage, at the town of Ashland about 12 miles from Potomac, in which several passengers were seriously injured, on Monday last. It appearing the horses attached to the stage took fright, and started off at full speed, and in turning an angle in the road the stage was precipitated and all aboard more or less injured, several fatally so.

Communications.
Fairfax County.—In the last Argus I find an Editorial article headed "The next Legislature and the North Branch Canal" which is submitted to give a false view of the present law, to accomplish the canal. The Editors base their opinion upon the report of the State Treasurer. I take the liberty to say that the report referred to was made in ignorance, or a wilful intention to deceive the public. The State Treasurer says in that report that "we may safely calculate that not more than \$300,000 will be required by the state works the ensuing year. If you will turn to the annual reports of the state Treasurer for the three last years, and see what that expenditure has been for each year of that time, you will readily see the recklessness of that report. For the year 1847, that expenditure was \$732,067—for the year 1848 \$990,575, and for the year 1849 \$619,922, for the present year that expenditure will be over \$1,000,000, including the debts that should have been added to the three years, 1847, 48 and 49. I aver that the present law, will not finish the canal in less than ten years, for under the present revenue there can not be a surplus above the ordinary expenditure of the state, the specific appropriation and the payment of state interest, of more than \$200,000 a year, and probably it will not reach that.

Under these state of facts, what should be done? There is but two modes left to complete the canal in a reasonable time—one to borrow the money, and the other to suspend the operations of the law creating the sinking fund. I ask any reflecting man, which of the two should be adopted. The answer will be, that the sinking fund should be suspended, and the canal finished as speedily as possible, and the revenues of the canal go into that fund.

But the Argus men think that the enemies of the canal, are the ones in favor of the suspension of the sinking fund. May we have a large majority of such enemies in the present Legislature, for we all know that its suspension will complete the canal in three years.

These Argus men in their party zeal to head the Democrats, and to go it blind for the favorite scheme of the present administration, appear to be willing to sacrifice all the interests of the canal. Look at the insinuation about the appointment of the present Superintendent. They could have saved themselves the trouble of that paragraph, by referring to the law, and they would have found that the Commissioners were obliged to appoint a Superintendent.

Also look at the article where they say it has been hinted that the late bids have been sent to Harrisburg to be acted by Jesse Miller. This course of conduct is calculated to do great injury to our best interest. It can do no good, and why continue such slang.

It will be found that it will need all the united exertions of the friends of the canal of both parties, to finish it. Then let us go to the work like men and not like snarling boys.

A CRITIC.
Foxes, Sullivan Co., Nov. 20, 1849.
To the Editor of the Bradford Reporter—Sirs: We are in the midst of excitement produced by the removal of our County Seat.

At the last session of the Legislature an Act was passed appointing the Hon. Wm. Jessup, John H. Broadhead and Jediah Irish, Commissioners to review and, if necessary, to re-locate the seat of justice of this county.

The third meeting of the Commissioners was held at this place on the first and second days of this month. Those two days were occupied in arguments and statements for and against, removal of the seat of justice from Laporte. The removal, however, made by the correspondent of "the Star of the North" that a vote was then, or there, taken upon the question of removal, is incorrect in fact. No vote was taken. There were occasional expressions of opinion from some of the members of the audience, as they happened to concur with, or differ from the sentiments, of the person speaking; but no question was put to the people there assembled, nor was any vote given by them.

THE WHEELING BRIDGE.—Considerable excitement has prevailed among the business men in Pittsburg, for the tows on the river not being able to pass under the Wheeling Bridge. On the 10th instant the steamer Messenger and Hibernia were prevented from passing and the latter had to transfer her passengers to another boat, and has entered suit for damages on account of the detention.

Deaths on the North Branch.
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Deaths on the North Branch. The boat steered by James Taylor, of 1107 Tons Last.

One of the most disastrous steamboat accidents that ever took place at this port, occurred about 5 o'clock last evening. The magnificent, fast canal boat Louisiana, was putting out from the levee at St. Louis, just as the steamers Storm and Boston were leaving in from above. The boats were side by side, the decks of all three crowded with passengers, at the moment when a tremendous explosion took place on board the Louisiana—both boilers having burst, shivering the boat literally to atoms—ripping and tearing the other two boats, and carrying upward of 150 human beings to their last account, without a moment's warning. Simultaneous with the terrible explosion came a wild shriek, which sent a thrill of horror to the stoutest hearts. As the smoke and steam cleared away, a new scene was presented to the eye, of which it can scarcely form a conception. The shattered boats, the shrieks of the wounded, the struggles of the drowning, and the groans of the dying, appalled, and, for a moment, paralyzed all who witnessed it. Human arms, legs, and heads were scattered in every direction, and the levee was strewn with the dead and the dying!

In a short time thousands of persons were collected in the vicinity of the melancholy scene, and nothing was so anxious to afford relief to the unfortunate sufferers.

This morning the levee is crowded with our citizens, and every effort is being made to recover the bodies of those blown into the river. Already fifty dead bodies have been recovered. It is supposed that at least one hundred and fifty lives were lost by this dreadful disaster! A large number are mangled and scalded in the most horrible manner. I have not been able, amid the confusion which prevails, to obtain anything like a reliable list of the number of those who were killed, but will endeavor to send you a despatch containing more full particulars, this afternoon or in the morning.

The Louisiana sank a few moments after this disaster. It is unknown what led to the explosion.—It is supposed that the engineers and firemen were killed, as they have not been seen since the accident.

One of the officers on board of the boat stated to us, that there were about fifty cabin passengers on board, but all the cabin and the wheel-house was uninjured, we hope many of them were saved.—One gentleman informed us that he assisted some ten or twelve, mostly ladies, from the wreck.

Accounts differ as to the number of persons on the boiler-deck and fore-castle, at the time of the explosion.

The boat was about starting for St. Louis, and had rung her bell, but was to haul along-side of an emigrant vessel, for the purpose of taking on board a hundred deck passengers, who were provisionally escaped being involved in the dreadful calamity.

The steamer Boston has her upper works greatly shattered; and Captain Dustin, her commander, who was severely injured, it is feared, will not recover.

The steamer Storm, which was lying on the lower side of the Louisiana, was more injured than the Boston. She had just arrived, and had not made her last fast when the explosion occurred. Several persons on board the Storm were killed. Fortunately there were no passengers on board.

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