Report of the Majority Committee ed to substantiate the charge of corruption. A charge Appointed to examine unto the alleged Frauds on was made that contractors were at work before their the Allegheng Portage Railroad.

The committee appointed on the 23d plinary to examine the new road to avoid the inclined planes on the Allegheny Portage road, and to inquire into the propriety of making further appropriations therefor, as well into the manner in which the allormants for the said work were made, beg leave to submit

the following additional report—
That they have given to the charges which im plicated the official conduct with Board of Canal Commissioners in the allotment of the work on said road all the consideration which their importance demanded. The result of the investigation has convinced your committee that the conduct of these officers has been governed by a proper sense of their public duties, and that the charges of corrup tion so freely urged against them before the appointment of the commune, is without even a hadow of a toundation. Every facility was given to those who made the charge to prove its 'tuth but they utterly failed to produce any evidence which, in the most remote degree, reflected on the integrity of the Canal Board.

In the allotment of large quantities of work, many individuals n ust of necessity be diseppointed, and as is too often the case, are very much disposed t give vent to that disappointment in attempts to criminate the officers who have had the dispensa

tion of the patronage.

The criminations are publicly thrown out for the mere purpose of abusing the public mind, and to bring unjust edium on agents who have faithfully performed their duties to the people. That this has been the case in many instances, the records of the Legislature will afford abundant proof; and it apmeans to your committee that the cause which pro duced the present investigation is another evidence of that fact.

The committee have carefully examined the prices of all the bids for the work on the new road and they find that the contracts have been allotred in the aggregate below an average, of the highest bids. The accompanying statemen marked A, shows several of the highest and lowest bids on each section allowed at the last fetting, the average of the bids, the price at which the section was allotted and the estimate o engineer of the cost. In the statement the lowest have been taken, with the exception of those of Messrs. Painter. Ginder and M'Evoy, who, as it will be seen from the testimony informed the Cana Commissioners, before the allotment, that they did not desire any any work allotted to them at their bids, the acting partner, in conjunction with another partner, being desirous of obtaining two other The committee not having time to make an average of the whole of the hids on the several sections, amounting, in some instances, to over one hundred, a few of the highest and the lowest have been taken, which they believe to give a fair average of the whole.

It will be seen from the statement, that the average of several of the highest and lowest bids on all the sections, amounts to \$697,497, and the total amount of all the allottments of the same sections to \$654,329, showing a difference in favor of the allouments over the average of the bids of \$43,

On abandoned sections, Nos. 10, 12, 14 and 20, on the western slope of the mountain, the original estimate of the engineer was predicated on the construction af a single track. The action of the Legislature directing a double track, renders it unfair to contrast the estimate with the price given at the re-letting of the sections. The annexed statement shows the engineer's estimate of the cost of all the sections on the eastern slope of the mountain, (including the tunnel.) the price at which they were allotted, and the average of several of the highest and lowest bids.

	A		
Sections.	Estimate of Engineers.	Allotments.	Average of highest and lowest hids.
Number 21,	\$122,000	\$103,065	\$90,117
22,	27,300	27,675	25,756
23,	6,480	6,380	7,077
21,	14,870	14,419	19,842
25,	52,080	44,600	68,771
26,	24,920	24,620	32,775
27,	19,760	20,680	20,506
28,	21,450	22,250	22,213
29,	17,800	15.290	17,496
30,	10,100	9,600	10,300
31,	17,460	14,950	16,792
32,	83,200	77,250	75,845
33,	23,100	22,100	24,663
34,	41,950	41,350	41,566
<b>3</b> 5, -	38.100	38,050	40,461
36,	17,100	18,380	
37,	24,960	`27,100	25,864
38,	46,250	43,700	46,650
39,	12,700	10,440	12,866
40,	12,860	12,515	12,077
41,	5,700	5,405	6,093
	639,080	599,839	645,456

The committee regard this statement as of some importance is the consideration of the questions submitted to them. It shows that the allotment of these sections, has been made for \$39,241 below the estimate of the engineer, for \$45,617 below the average of the bids which exceed the estimate of t ie engineer by \$6,376 Inexperienced individuals, or contractors who depend upon the advantages of prices or legislative actionflor relief, are frequently found bidding at prices below the actual cost of construction. Under such a statement of well known facts, it becomes the duty of the Canal Commissioners so to allot work as to guard the Commonwealth against loss either by too high or too low prices. In the case under consideration, they appear to have adopted a medium between these these two extremes, and in adopting that course, they are supported by the results of former years.

The Cenal Commissioners have been accused of rejecting the bids of good contractors, whose pro-posals were below the prices at which the work was allotted. The testimony shows, that in one instance, contractors of acknowledged ability, bid low on nearly all the sections, to use the words of the witness, as a bridge, in order to obtain the sections for which they bid, in another name, at what they considered fair prices. In the last allotment on the Portage railroad, there are some exceptions to this rule; Mr. Merriman, the chairman of the committee. and the mover of the resolution of inquiry, in company with others, put in bids for fourteen sections

	• •		
	Sections.	Merriman's &	Allotments
Namber	37,	Co.'s bids. \$28,000	\$27,100
		20,000	
	85,	54.250	28,050
	34,	46,650	41,350
	33,	29,500	22,100
	32,	78,650	77,250
	31,	17,100	14,950
	· <b>3</b> 0,	11,900	9,600
	29,	21,400	15,290
	28,	16,650	22,259
	25,	58 000	44,600
-	24,	16,075	14,419
,	23,	7,585	6,380
	00		
-	22,	20,919	27,675
175-	21,	8,080	6,190
20			

\$413,850 \$367.204 Mr. Merriman has the general reputation of bemg an old experienced contractor, and the foregoing statement shows that his and his partner's bids, en fourteen sections, amounted \$46,655 more than the allottments The testimony shows that the prices on the Pennsylvania railroad, running in many places nearly paralell with the new Portage road having been generally, and, in some instances, twice raised, since the original allottment, and that the prices paid by the State do not exceed those in Wisconsin. Hon. J. J. Townsend, formerly a paid by that company, as far as the committee have been informed. The committee, after ma-

sections were allowed; the testimony proves this to be untrue, as far as any preparation for such work was commenced, with a knowledge or consent of any Stale officer.

An attempt was made before the committee to show that some fraud had been committed in the delivery of pross-ties; but the evidence failed to support the charge, or to throw any biame upon the conduct of the officers having that part of the work under their control. The Canal Commission were also charged with mis-applying the appropri ation of 1852, which directed the appropriation of \$150,000 to the completion of a double track from the foot of plane four to the point of intersection of the long level, and straightening the curves and laying another track on that level. The statement furnished by the principal assistant engineer, show that some \$225,000 have been expended on tha poin' of the work, which covers the whole of the pecial appropriation, and \$75,000 of the general ch completely exonerates the canal board from this charge. The line of the new road crosse the old in several places, and some little delay has unavoidably occurred in the business of the road while making the necessary changes. It was shown in the testimony that the prices on four of the sections had been raised, but no evidence was attempt ed to be introduced to prove that the increase was beyond the actual value of the work.

It would seem that, in this instance, the Cana Commissioners were governed by the same motives which controlled them under similar circumstan-ces, in raising prices on the North Branch Canal. which they, without reserve, set forth in their las annual report to the Legislature.

To prevent any delay in completing any portion of the work on the western slope of the mountain and to bring it into immediate use, three abandon ed sections were relet without advertising. It appears that the prices on this work were beyon those paid on the contracts for jobs, similarly situated. In this case, it is not apparent that the interests of the Commonwealth suffered from the necessity which prevented a public letting.

In conclusion, the committee must express their lisapprobation of the manner in which their report, presented to the House a few days ago, was muti-lated and interpolated by the clerk of the committee, so as to change its meaning in an important particular, and to make the committee recommend an abandonment of a portion of the road, to which they never consented The following resolution is respectfully submit-

Resolved, That the committee be discharged from

the further consideration of the sul ject.

J. M. KILBOURN,

SMITH SKINNER,

E. B. CHASE.

Harrisburg, April 14, 1853.

### The Railroad Collision at Chicago.

The terrible catastrophe of the collision upon the Michigan Central Road near Chicago, whereby many lives have been lost, and many persons seriously injured, naturally excites the inquiry as to the cause of the accident, and who is responsible for it ? The collision occurred at a place some eight or ten miles from Chicago, where the Central Road crosses the track of the Michigan Southern Road. There has been a dispute between the two companies about the right of one road to cross the track of another, and it was proposed to cross the track by a bridge. The accident would seem to show that there was some good reason for the pro-

The following is part of the testimony before the coroner's jury, of Edward Davis, conductor of the Michigan Southern train.

Lest Junction at 10 o'clock, started by the signal light given by the conductor; started from the Junction and was trying to make up lost time, till he saw the sparks flying from the engine of the Michwhistle for down breaks and reversed his engine: saw by the glate of his own light for the first time, the position of the Central cars, the engine being over the crossing the cars on it; in a few seconds more was under the engine and tender; was runningsfrom 20 to 25 miles an hour; don't know what car he struck; thinks his engine wen directly through the cars. Had a large white light; thinks the Michigan Central trains had no light; witness did not see one; the roads cross nearly at was running slow.

wheels of the engine were reversed from the ment he saw the cars; wheels slid or turned back. ward all the time; has been a railroad man all his life; has been on this road tour weeks; has never had any orders as to this crossing. Thinks the brkaemen put down the brakes. It is the business

of the engineer to look out.

If at any time he is called away, the fireman must do it; has had a time table; instructions at the bottom; has understood that it was the duty of trains going out of Chicago to keep out of the way of all trains on the Michigan Central railroad Never did understand these instructions till this morning; has had a time carl; the instructions are as follows:

" Regulations to be observed at the railroad crossings between Ainsworth and the Rock Island Junction. Trains going from Chicago on the Northem Indiana Railroad must avoid trains going eith. er way on the Illinois Central Railroad. Trains on the Itlinois Central Railroad going either way will avoid trains going towards Chicago on the Indiana Railroad." The witness did not know of this regulation till this morning. Has had a time table

ever since he was on the road. The tollowing is a list of the dead, so far as

prought to the knowledge of the inquest : Thomas Lawler, Irish boy; Goodlep Wagoner German, Juannah Sildolph, German woman ; He man Sildolph, her son ; John Hunter Earl, Ameri can boy; ad Irishman, name unknown, supposed to have a wife in this city; German boy, name un know; Susan Scott, Little Falls, N. Y., Stephen D. Gray, of Wheelock, Vi., aged 37 years : Edward Misener, about 16 to 18 years of age; Man, unknown, with \$71,54 in his pockets; Boy, name unknown; Woman, unknown, \$32.51 found in her pocket; German man, unknown; W. W. Haines, a German child, about two years old. In all, sixteen. Stephen D. Gray, of Wheelock, Vt., had in his pockets \$320,21 We did not ascertain had in his pockets \$320.21 on which one of the trains he was. Edward Mis- pany. ener had in his pocket a draft from Adems & Co., San Francisco, for \$209, payable in New York, and some small change. He had a letter in his pocket dated Minnesota City, Feb. 28, 1853, signed S. F. Kellogg. He is a lad of about 16 to 18 years of

The following persons, officers and employees on the two trains, have been committed to wait

the verdict of the jury:
. Herbert D. Whiting, conductor, Southern; Moses M. Tyler, do. Central; Edward Davis, engineer, Southern; Thomas Hackan, do, Central Robert Whiting, fireman, Southern.

A STATE DRUMMING FOR CITIZENS.—The Legslature of Wisconsin has passed a bill providing for the appointment of a travelling emigrant agent whose duty it shall be to induce emigrants to the west to embrace the advantages held out to them member of the Legislature, has accepted the ap-

pointment.



# Fradford Meporter.

Free Sol! Free Speech, Free Men President for Free Territory.

E. O. GOODRICH, EDITOR.

Towanda, Saturday, May 7, 1853.

Terms of The Reparter.

\$3.50 per annum—if paid within the year 50 cents will be deducted—for each paid actually in advance 31.00 will be ledacted. No paper sent over two years, unless paid for. ADVERTIENARYS, per square of ten lines. 50 cents for the first and 23 cents for each subsequent insertion.

[[7] Office in the "Union Block," north side of the Public "quare\_hextdoor to the Bradford Hotel. Entrance between Messra. Adams' and Elwell'slaw offices,

Democratic State Mominations. CANAL COMMISSIONER. THOMAS H. FORSYTH, of Phila. Co.

AUDITOR GENERAL. EPHRAIM BANKS, OF MIFFLIN, Co. FOR SURVEYOR SENERAL. J. PORTER BRAWLEY, OF CRAWFORD CO

Gov. William Bigler.

The extraordinary interest which the advent of new administration has naturally excited in Nation al politics, remarks the Pennsylvanian, should no tall us into forgetfulness of our own state, or of her faithful public servants. It is refreshing to contrast the conduct of our present State Executive with that of his predecessor. Gov. BIGLER is always to be found at his post, giving unwearied and unremitting attention to his duties, and squandering none of the people's time in political pilgrimages. His official course has been marked by a devotion to the public interests ansurpassed by any of his predecessors .-His active mind has constantly been employed in devising new measures to promote the welfare of our good old State, and to protect her from the evil of special legislation in all its protean shapes His bold and manly course upon all questions of State policy, while it may have offended the interested few, cannot fail to meet the hearty approbation of the masses. His able messages abound with cortect doctrines, and evince at once great ability and unswerving devotion to the interests of the people.

Frank and cordial in his manners, honest in his purposes, devoted to his duties, the administration of Gov. B., it continued in the spirit in which it has been begun, will prove highly beneficial to our State, and will form a bright page upon the future history of Pennsylvania.

#### The Canal Board.

In another column will be found the report of the majority of the Legislative Committee appointed to examine into the alleged frauds on the Alleigan Central train. Was at this time about six or gheny Portage Railroad, for which we have been seven times the length of his train from the place endeavoring to find room for several weeks. of crossing; about, perhaps, not a quarter of a mile, will be seen, from its perusal, that it fully vindiwith his hand out of the window, and his hand on cates the Canal Board from the charges of correspondent the throtte valve; was in the same position since tion preferred against them, and will satisfy every leaving the Junction; immediately blowed the reader, as it did the Legislature, that in the discharge of their official duties they have been governed by a due regard for the interests of the Common wealth.

The office of Canal Commissioner is not to be coveted, if the incumbent desires to secure the welfare of the State, for in the performance of its functions his actions are liable to misconstruction, and his motives to be impeached. It is impossible right angles: thinks the train of the Central road to satisfy all who approach the Board for favors, Thinks it was only fifteen or twenty seconds and the clamors of the disappointed are generally from the time he first saw the care by the light of proportioned to the intensity of the disappointment. and the clamors of the disappointed are generally his own train, till the collision took place; the That the interests of the State have been premoted mo- by the gentlemen who have been selected to manage our Improvements, is manifest from the steady increase in the amount of revenue derived-from our Public Works. No better evidence of the wisdom, abili'y and honesty of the Canal Commissioners rould be desired.

Messrs. Monntson and Choven have already distinguished themselves by the bold stand taken against unjust demands and encroachments of that grasping and powerful monopoly, the Central Railby their untiring devotion to the management of ed; but specimens are not yet exhibited. the great interests confided to their care. For the uniform and warm interest they have taken in the North Branch Canal, as evinced by their action, and by their Annual Reports, they deserve the gratitude and esteem of the North. Col. Horans, who has but recently taken his seat in the Board, has already | ed there just two hours before his death. demonstrated that his experience and ability will make him a valuable colleague to the two first named gentlemen, and add to the usefulness of the

## Titles of Adts.

In the list of Acts, passed by the Legislature of 1853, we find the titles of the following, having especial interest in this locality :

Relating to the borough of Towards, in the counly of Bradford Annexing the counties of Bradford, Susquehanna.

Luzerne, Tioga and Wyoming to the Eastern Dis-trict of the Supreme Court. To incorporate the Tunkhannock Railroad Com-

For the relief of Luman Kellogg & Alvin Seward. Relative to the justice docket of L. P. Stalford, of Bradford county.

To authorize the transfer of the Towarda Academy to the Susquehanna Collegiate Institute. To incorporate the Towands and Franklin Raiload company.

Repealing certain sections of an act relating to nawkers and pedfers in Brackford county. Extending the time for the completion of the

Athens and Ithaca Railroad. To authorize the Governor to incorporate the Wydusing bridge company.

Relative to a State road in Bradtord county. To annul the marriage contract between Morgan DeWitt and Emily, bis wife.

New Morles

By our recent files we learn that affairs on our Southwestern border are assuming a somewhat serious aspect-it appears that the province of Messills situated a few leagues senthwest of Dona Ana contains some two or three thousand people who prefer the Government of New Mexico the tying south of the line fixed by Commissioner Barttett-Gov. Lane has made a descent upon this valley upon his own responsibility for the purpose of annexing it to Mexico, and the State of Chihushus in which it is included, is reported to bave revolted from the Central Government

Our relations with New Mexicolare not in other recent roturn of Santa Anna may possibly produce mother speck of war.

Later advices represent a considerable Mexican ere this it may have become the scene of an exciting and bloody warfare.

#### Death of Judge Gibson.

We learn from the Philadelphia Bulletin, that HON. JOHN BANNISTER GIBSON, Judge of the Supreme Court, and for many years Chief Justice of the State, died at two o'clock on Tuesday last, at the United States Hotel, in that city, where for several days his afflicted family had been awaiting in agonizing suspense the termination of his honoured life. His disease was an affection of the stomach. which completely baffled the best medical treat ment. It is a satisfaction to know that his last hours were not disturbed by severe suffering, and that even when prostrated on the bed of death, his great intellect remained unclouded to the last. His death is a severe loss to the State, and a bitter affliction to his family and friends, who, with all their admiration of his talents, were more strongly pound to him by those gentle and generous traits of personal character of which the world at large ean know nothing.

Judge Gibson was born in Carlisle. Pennsylva nia, in the year 1780, and was consequently seventy-three years of age. He was the son of Col. Geo. Gibson, a well-known and distinguished officer of the revolutionary war, who fell, while fighting with the Indians at St. Claur's defeat, in 1791. He was educated at Dickinson College, where he graduated in 1800. He then studed law under Thomas Duncan, Esq., of Carlisle, and was admitted to to the bar in 1803. Afrer some interval; employed in the selection of a place to commence prac tice, he finally opened an office in Carlisle, where he soon won a high reputation as a lawyer. He was sent twice to the Legislature, in 1810 and 1811 giving a zealous support to the administration of Governor Sayder and President Madison. In 1812 Governor Snyder appointed him Judge of the 11th Judicial District, just organized in Northern Pennsylvania, which included in its limits the County of Bradford, and in 1818 he was elevated to the Supreme Bench. In 1827, on the death of Chief Justice Tilghman, Gov. Shultz appointed him to the vacancy, and he held the office from that time until 1851, when the amendment to the Constitution made the Judiciary elective. Having received the Democratic nomination, Judge Gibson was elected to the Supreme Bench by a large majority, and drew the nine year's term, of which scareely a year and a half had elapsed at his death.

NEW JUDICIAL DISTRICT .- A new Judicial District was created by the last Legislature, composed The two former were attached to Judge Doran's District, and in place of them, Montour county has been taken from Judge Conyngham's District and added to Judge Jordan's? His District is therefore now composed of Northumberland, Lycoming and Montour counties. The appointment of a Judge for the new District, to serve until the October election, has not yet been made.

Hon. S. A. Douglass will please accept our thanks for copies of his Speeches in the U.S. Senate, in reply to Messrs. Clayton and Butler on the Central American Treaty.

Hon. Wm. H. SEWARD will also please accept our thanks for his Speech in the Senate on the subject of " Duty on Railroad Iron."

STAMPED ENVELOPES. It is stated in the Journal of Commerce that the stamped envelopes contracted to be furnished the U.S. Government by G. F. Nesbitt, of New York, will be ready for delivery by the 1st road, which sought to cripple the State Works, and of June next. A large quantity are already prepar-

> ALEXANDER B. REED, Esq., one of the oldest and most respected citizens of Clearfield, died there on Thursday evening, April 21st. He was the father-

JAMES G NISBET, a young Lawyer at Richford, Tioga County, has been arrested by the U.S. Marto draw the pension of a deceased soldier.

Hon. John Slidell, Union Democrat, is elected U.S. Senator from Louisiana, in place of Mr. Souls appointed Minister to Spain.

The Hon. Henry M. Fuller is mentioned among the candidates for the Whig Nomination for Gov. of Pennsylvania, by papers in the Northern section of the State.

### A Small Oversight.

Less than twenty years ago, a prominent, but very eccentric politician of our State, went to Philadel-phia, and issued invitations to all the leading and been witnessed for a long time-but, most unluck-ily for the landlord, the gentleman who gave the

fete forgot to foot the bill.

The like accident seems to have occurred in the case of the handsome entertainment given by the Pennsylvania Legislature to our neighbors of Baltimore city and the State of Maryland. The dinner was capital, the champaign of the finest brand U. S. Distract Attorney.—We learn from the Pittsburg Post, that the Hon. Charles Shales, of that city, has been appointed U. S. Attorney for the Western District of Pennsylvania. Judge S. is one out reading as was the same of the appropriation. He placed her in a hot salt and administered and me greatest abundance; and the bill of a proposition. Two hours afterwards Dr. T. A. Atchington, who describes the case in the Southern Medical Journal, visited her, and found her sightless, with her laced with her laced with and administered the placed her in a hot salt half and mine greatest abundance; and the bill of a proposition.

## Communications.

EDITOR OF THE BEADFORD REPORTER :- I see it announced by your paper of the 9th of April, that wands, on the evening of May 2d, the following the Senate of Pennsylvania passed a resolution in viting the Governor and Members of the Legisla ture of Maryland, and the Councils of the city of Baltimore, to visit Harrisburg as the guests of the State. Now, the question suggests itself. What right has the Legislature to give such an invitation? It cannot be said they have any constitutional right. and if not, what right have they received from their immediate constituents? I think the good people of our state never intended to give any such power respects of the most satisfactory character, and the to their agents. If they have that right, then upon the same principle they may invite the Legislatures of all the States, at the expense of the Commonwealth. What sum has been proposed to be raised orce as marching upon the disputed territory and to defray the expense of said guests. I have not learned; we will suppose they appropriate the low sum of two thousand dollars. Then upon the principle premised, that they invite the Legislatures of all the different states of the Union, we have the sum of about sixty thousand dollars. It does ap pear that this is a stretch of power that no Legislaturé of a free state have a right to assume; and if they have overreached the powers granted them. they should be taught by the disapprobation of the neople, that such conduct in their agents will not upon. e overlooked.

This movement savors strongly of the principle dopted a year since by the Senate of the United States, in appropriating five thousand dollars for the | next. expense of Kossuth and suite.

The question also presents itself, What end have our Senate in contemplation, in giving such invitation, and what is the State to gain by it? If there is a difficulty to adjust, it certainly cannot be settled to any advantage in this way; and is there is an arrangement to be made between the two States whereby each is to be materially benefitted, how is it to be accomplished any better by eating expensive dinners and swilling brandy and champagne at the people's expense? If neither of these ends are to be gained, what then? Is it through some speculative motive of members? If this be the case, it is the more detestable stiff. Some may say, that it was for a social interchange of feeling and friendly intercourse. Cannot the states retain this without so much parade? The answer I think would be, from every patriot and lover of his country and his country's good, Yes. I hope some one more capable than myself will take this matter up,

and have it show to the people in all its bearings. What would the people of Pennsylvania have hought thirty years ago, had our Legislature made even an attempt at such profusion? I am not sure but there would have been a Buckshot war in earnest. It does seem that our Legislatures in the different states in the last thirty years have become almost reckless. I will not attempt to deny that some her downward trip, off the "Ducks," about forty good and wholesome laws have been enacted in miles above Kingston, on Saturday morning, about that time, but look at others which the people will neither adhere to nor respect. Look, if you please, at the attempt made a year since by the Senator from Dauphin, to introduce a bill prohibiting any colored person from entering the state, under the penalty of fifty dollars, and also a fine of fifty dollars upon any white person that should be instrumental in getting any negro to come into this state. But we need to be thankful that such act did not disgrace our statute book.

If my vision has not become altogether eclipsed, as a nation we are upon the downward course. It must be evident to every man of experience, that of whom were burned, but not dangerously; Mrs. Rome fifty years before Casar's time. This will the Gore Bank, Hamilton—these three were all the females saved. A small vessel on her way down appear startling to some, but let such consider the sent a boat to the assistance of the ill-fated steamer signs of the times, and the perfect recklessness of but the men being so much frightened pulled away our Legislators, both State and National, in regard again. to our constitutional rights, when they will spend ered a boat, which was manned with her mate in nearly the whole of every session on private bills, two of her sailors, and succeeded in picking up white others of vital importance to thousands of eighteen persons; in two minutes after the record suffering and honest people, receive searcely a miles from the shore before she sunk. The captain, passing notice. It this state of things does not arise first mate, and one passenger, reached the shore from a want of honest Democratic principle in our near the disaster, and the vessel brought the rest to Legislators, I am at a loss how to account for it. Kingston. Among those lost are Mr. Trumbull, ist You will not understand me as classing all mem- mrs. Donnald, a norse and three children of the bers in this category, but there are enough to ruin | cashier of the Gore Bank, Hamilton; three ladies, the country.

I think it high time for every man in the Nation to pause and consider what course it is best to pursue, and to exercise his rights before that precious any of the boats that were on board. boon is taken from him. No Republic ever lost her liberty all at once; it was always done little by little, and by trying the people to see how much they would bear, and after one trial if the people bear it well, then enother and another until a Cæsar, ed. Much carrion has been used after each suca Cromwell or a Bonaparte are at the head of their ceeding fire to guard against a like occurrence, but legions, and then adien to Liberty forever. Let our law makers do the business allotted them

by the people, and we shall not have all this train of evils coming upon us. Look at the Fugitive in-law of Gov. Bigler, who, with Mrs. Bigler, arriv. Slave Law, the Black Law of Illinois, and the late law passed by Congress raising the salaries of Cabinet officers; and the buying of Bank charters in and Pierce, Grocery Store; U. D. Heod, Banes our own Democratic state, and the thousand specu-lations entered into by Legislators when at the seat lations entered into by Legislators when at the seat shall and taken to Syracuse for examination, on a of government, and then let the people say if there at one time great fears were entertained for the charge of forging pension vouchers to enable him is not ground to fear for the liberty of our country I sincerely hope that an overroling Providence will Owing to a rupture of the hose, the Engines were so order it that our Liberty will not be lost to ourselves and to our pesterity.

N. D. F. H.

D. Hood were not insured, saving their stocks most selves and to our pesterity.

> DESTRUCTIVE FIRE IN ROCHESTER-FOUR LIVES Lost .- Rochester, April 29.

About 1 o'clock this morning the Rochester House, a Temperance Hotel, was found to be on fire, and, sad to relate, four domestics, three women and one boy, lost their lives. There were about 120 persons in the Hotel, many of them families, who were boarders, and the scene of confusion and dismay which occurred is inconceivable. Nothing remained of those who perished but a few charred bones, sufficient to enable the surgeon to designate them. We learn only the names of Catharine Coulan, aged about 40 years, and James Pheeney.

14 years old. The building was recently purchasdistinguished politicians of the Quaker city, to at tend an entertainment to be given by him at one of the first hotels of the city. Of course, they generally attended—everything was done up in the most handsome manner—and the entertainment was spoken of as one of the most sumptuous that had ding, and a large amount of personal property, was desired. The first originated in the certific and desirous distinctions. ding, and a large amount of personal property, was destroyed. The fire originated in the cooking and drying room.

A livery stable was also burned, but its contents were saved. The loss in the Rochester House cannot be ascertained at present.

The Boston Post states that a girl seventeen and in the greatest abundance; and the bill of a years old was bitten by a rattlesnake on the left character to do credit to our State authorities; but, instep. Two hours afterwards Dr. T. A. Atchinsee deliberation and examination of the allotments see deliberation and examination of the allotments see no cause for censure of the Canal Commission of the allotments see no cause for censure of the Canal Commission.

While yes, last week, a majority of 205 of the oldest and ablest lawyers at the Bar, and is bill, no provisions was made to pay for this, fine the estiment, and to bear a fair for work and solves the value, and to bear a fair for work and solves the value, and to bear a fair for work and the price paid for similar work and solvest parties of the sale of spir that Messre, Campbell, Moody, and Bissel are provisions was given in favor of licenses for the sale of spir that Messre, Campbell, Moody, and Bissel are provisions with the price paid for similar work and solvest parties of the sale of spir that Messre, Campbell, Moody, and Bissel are provisions with the price paid for similar work and solvest parties of the World's Fair. It is 80 feet long, and aquate thousand dollars for a year to come. This is particular for a present that this work antible work and solvest parties of the World's Fair. It is 80 feet long, and aquate thousand dollars for a year to come. This is particular for a present that this work antible work and solvest parties of the World's Fair. It is 80 feet long, and aquate the work and solvest parties of the World's Fair. It is 80 feet long, and aquate the world with a verse antablished containing 720 cubic feet, or ranking 720 cubic feet, or rankin comparison with the price paid for similar work en lishing city water works. The Courier seems to comparison with the price paid for similar work en lishing city water works. The Courier seems to comparison with the price paid for similar work en lishing city water works. The Courier seems to months in the same section of the think that this vote establishes conclusively the granulate the Judge upon receiving this token of respectively to the same section of the think that this vote establishes conclusively the granulate the Judge upon receiving this token of respectively. It was over the same section of the think that this vote establishes conclusively the granulate the Judge upon receiving this token of respectively. It was over the same section of the think that this vote establishes conclusively the granulate the Judge upon receiving this token of respectively. It was over the same section of the think that this vote establishes conclusively the granulate the Judge upon receiving this token of respectively. It was over the same section of the sam also a physician of Philad's.

### Agricultural Meeting.

A meeting of the Bradford County Agricultural

proceedings were had;
The President Dr. D. Bullock, took the chair The Pressoent. Dr. D. Bulloca, took the chair and F. Smith elected Secretary protem.

Resolved That inasmuch as this meeting was called under a misapprehension of the stated time for this called under the appointed time for this called under the called under the appointed time for this called under the called und for such meeting—the appointed time for this meet for such meeting held last Pebruary, being on Tuesday evening next. Therefore that when this meeting adjourns, it adjourns to meet on to-mor.

row evening.

Resolved, that Henry Booth, Esq., be invited to address the Society.

After an able and eloquent address from Mr.

Booth, a large number of citizens from various por. tions of the county, came forward and joined the Society.

Resolved, That the thanks of the meeting be tead ered to Mr. Booth; and that a copy of his be solicited for publication.

e solicited for publication.
Mr. E. W. Hale offered the following resolutions -the consideration of which was posiponed till morrow evening.

Resolved, That this Society will have an Agricol.

tural Exhibition at the boro of Towanda, on Thursday, the 6th day of October next. TUESDAY RVENING. The President of the Society being absent, Col.

G. P.Mason was called to the chair.
The resolutions offered by Mr. Hale, was called up and adopted; therefore there will be an Africal, tural Eair, to be held at the time and place agreed

pon. Resolved, That B. S. Russell, W. C. Hogan and E. W. Hale, be constituted a committee to act in E. W. maie, he combinated a committee to act in conjunction with the Executive committee to make suitable arrangements for the Pair in October

The township committees then made reports. E. W. Hale reported fifty names as having joined Samuel Kellum, 2d, reported ten names from Durell twp.

J. D. Montanye reported seven names from Stand ing Stone two

Julius Russel reported two names from Wind. Joseph Menardi reported two names from Albany

Resolved, That a meeting of the society be held at the Court House, in this boro' on Monday of the first week of Sept. court at 3 o'clock, P. M. Resolved, that the proceedings of this meeting by

pulished in the papers of this county.

G. F. MASON, Chairman, pro tem. F. SMITH, Secretary.

#### Burning of Steamer Ocean Wave-Twenty-Eight Lives Lost.

We learn by telegraph, from Kingston, C. W., that the Steamer Ocean Wave was destroyed by fire on Friday night, six miles west of the "Ducks," and about forty miles above Kingston. She is reported to have had fift ypersons on board, twenty-two of whom only were saved-including Capt. Wright, the mate, and the purser. The Ocean Wave was owned at Ogdensburg, by the Northern Railroad Co. and has been running between that port and Hamilton, for freight and passengers. She was on her downward trip. She was insured in different States and in the Canadas.

The Ocean Wave took fire from her furnace on two o'clock. When the fire was discovered the was about a trile and a half from the shore, which she was immediately headed for, but so intense was the heat that the machinery gave out, and she down ed to sea. The upper cabin was consumed in about fifteen minutes, and in about two hours the hell went down. Those saved were taken off by the schooner Georgiana.

The Ocean Wave had on board 14 cabin and 9 deck passengers, besides 4 children and the crev. who swelled the number to almost 50, of whom 22 were saved; among the crew saved were Captain Wright, and both mates, Thomas Oliver the purser, both wheelsmen, the second engineer, Mr. illaci. man, and a number of deck hands; among the passengers saved were Mr. Francis Kish and wife, both

The schooner Georgiana then have in sight lowengineer : Julius Sanders, bar-keeper ; the cook. a names unknown : Mr. Lyman B. Fiske, of the firm of H. S. Humphrey & Co., of Ogdensburg-whole number lost, at least 28. The progress of the

FIRE AT CORNING-Our neighbors mem to be doomed. They have been burned out of " house and home" a number of times during the last few years, and we had hoped that the scourge had passit appears that they are not " fire proof," as will be seen by the following extract from the Corning

Journal of last week:
This morning at 3 o'clock, a fire was discovered. in the third story of the building on Market St, formerly owned by Southwick, which soon involved the whole structure, and extended east, des roying all the buildings towards the corner, viz Hood safety of the block on the opposite side of the street ly, but losing their buildings. Their loss is about

The buildings where the fire originated, was occupied below by Fink as a Clothing Store—most of his stock was saved. The second floor week. derstand, was used as a. Bowling Saloon and the third floor as a Billiard Saloon. The building will fully insered. E. H. Smith was also insured. Also Wormley, who owned the building occupied by Wm. Hart. Nearly all the contents of the buildings burned, which were on the first floors were

SUSQUEITANNA STEMBORTINO -An act was proced by the last legislature, creating a steam tow The company on the Susquehanna, at Sunbury. The gentlemen at the head of it are already making preparation for building the boat The Engine, which is building at Providence, is of eighty five horse power, low presente, with conclens no apparatus
the length of the boat is eighty feet. Its breadly including guards, twenty-eight feet, with a gang way running the whole length, nine feet in with to drive on and off. She will have side wheth, sight feet in the more eight feet in diameter, and will draw but little more than three feet of water. Her speed will be about fourteen miles per hour, making the trip from Sm bury to Northumberland in six or seven minutes, and to the Union county side in half that time. boat is designed for a low and a Ferry boat, which the coal operations of the Railroad Company rea-

in diameter.