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The Pittsburgh Gazette

IT HAS been maintained by certain individuals on the eastern side of the State that the restoration of the Connellsville charter, and the consequent construction of a direct line of railroad between Pittsburgh and Baltimore, would damage Philadelphia and the Pennsylvania Railroad. The stock market at Philadelphia, which ought to be taken as a safe criterion in the case, tells a different story. The shares of the Pennsylvania Railroad Company have decidedly advanced in price since the decision of the Supreme Court.

THE name of R. H. Kerr, Esq., has been presented to the United States Senate for confirmation as Marshal of this district. This is a movement to displace Gen. Thomas A. Rowley, an officer eminently fitted and qualified for the position. Mr. Kerr is a leading Democrat of this county, and has no claims on a loyal Congress for advancement. Personally we have nothing to urge against him, but his political record is bad, and we hope Congress will continue in office the gallant Rowley, who has done great service on the tented field in the cause of his country, and who should not be sacrificed because, forsooth, he finds no favor in the camp of the great dissatisfied.

SOME of the Philadelphia journals, in commenting upon the decision of the Supreme Court in the case of the Connellsville Railroad Company, substantially assume that Philadelphia is the Commonwealth, and that whatever railroad extensions tall to "bring grists to its mill" must be injurious to the general welfare, and ought not to be allowed. Yet these journals profess to wonder that assumptions so damaging to this city, and to most of the western and central counties, are regarded as insolent and insufferable.

Philadelphia is a great and beautiful city. All Pennsylvanians are proud of her, and rejoice in her prosperity. But when her demand is arrogantly made that the growth of this city and the development of half the counties of the State, shall be hindered for her special advantage, the egotism and selfishness excites disgust and compels resistance.

POLITICAL ITEMS.

—Hon. W. L. Sharkey, E. M. Yerger and A. H. Handy, have been appointed delegates from Mississippi to the Democratic National Convention.

—A Republican State Convention is called in Ohio for March 4th, to nominate State officers and appoint delegates to the National Convention.

—R. M. Lytle and N. C. Wilson, Esqs., have been elected delegates to the Republican State Convention, from the Huntingdon, Juniata and Mifflin representative district, with instructions to support Gen. Grant for President, Gov. Curtin for Vice President, Gen. Hartranft for Auditor General, and General Campbell for Surveyor General.

—Senator Dixon expresses a fear of the Democrats losing the next election in Connecticut. He says that there are a large amount of bonds held by wealthy Democrats all over the State, and that the Democratic party in the West is determined to commit the party to pay the bonds in greenbacks, and on that, he says, they will lose all hope in all of the New England States.

—We learn from the Philadelphia *Ledger* that the Pennsylvania Railroad Company have conveyed all the line of canals from Columbia to Holidaysburg to the Pennsylvania Canal Company. The consideration money expressed in the deed is $2,650,000. One of the objects of this movement, we understand, is the enlargement of the canal by a special company, and one of the good results hoped for is the greater and more certain facilities for the accommodation of the heavy tonnage from the various coal regions that now find outlet by way of the Pennsylvania Railroad.

—The Washington correspondent of the Philadelphia *Inquirer* says that a Conservative Senator who recently call ed upon President Johnson found him in a very peaceable disposition, with not the slightest indications of any warlike tendencies, except upon General Grant, whom he charged with considerable warmth as having sold out to the Radicals. He says he has concluded to allow Stanton to serve out the remnant of the term, but he is determined he shall have no more power or duty than is conferred upon him by statute. He says he would like to put some one else in the War Department, but he has been assured that were he to send an angel into the Senate for confirmation they would quickly throw the name back marked "rejected," and so he does not wish to give them any more chances to offer him an insult.

NEWS BY TELEGRAPH.

—Mount Vesuvius, (says a special dated Naples, Italy, Jan. 29th,) which has continued in eruption with greater or less intensity since its eruption in the past year, has culminated in an unusual and very fatal catastrophe. On the 22th the side of Mount Vesuvius lying right opposite to the gate of Castelle Neonka, one of the fortifications of Naples, situated between the Royal Palace and the sea, fell, tumbling outward, detaching portions of several houses, built in the vicinity, and overwhelming carriages and other conveyances passing on the highway at the moment. The scene is exhaustingly awful and full of ruin. The road running in the neighborhood of the volcano is filled with rocks and sand, which had just formed a part of the mountain. This extraordinary event has also been attended with considerable loss of life, but the number killed has not been ascertained.

—The Connecticut Democratic Convention met at New Haven, on Wednesday, and renominated the State ticket of last year, headed by Gov. English. Resolutions were adopted condemning Congress for refusing to allow representation to the South as a revolutionary body, for usurping the authority of the Executive and planning to rob the Judiciary of its powers, and for placing a portion of the States under military despotism; urging a reduction of taxes, and protection of naturalized citizens, opposing negro suffrage; sustaining the President in his veto; and protesting against the illegality of a dismembered Congress, &c.

—All differences and difficulties between the two rival bridge companies of St. Louis and Illinois have been amicably arranged and settled, and the energies and resources of both companies will be concentrated and the bridge built across the Mississippi at St. Louis in the shortest time possible. The arrangement gives great satisfaction to St. Louis and all interested in bridging the river.

—Gov. Jenkins has served notices on General Buger and Captains Rockwell and Wharton that he will file a bill in the United States Supreme Court on the 7th of February, enjoining the use of money belonging to the State of Georgia.

—Another fire broke out in Chicago last night, in the boot and shoe establishment of Theodore H. Webber & Co., Lake street. The building and stock were damaged by fire and water to the extent of $20,000; insured.

—Another fire in Chicago, Wednesday night, caused damage to the extent of $20,000. Four frame buildings on Archer Avenue, belonging to George Shelling, were destroyed.

—Jeff. Davis and wife arrived at Jackson, Miss., Wednesday night, and are the guests of Gov. Humphreys.

—It is stated the Congressional Ways and Means Committee has decided not to reduce the tax on whisky.

FIRST EDITION.

MIDNIGHT.

Pennsylvania Legislature.

Connellsville Railroad Bill Passed in Both Houses.

Free Railroad Bill Considered in the House.

The Bill as Reported.

[Special Dispatch to Pittsburgh Gazette.]

HARRISBURG, January 30, 1868.

SENATE.

BILLS PRESENTED.

Mr. McCANDLESS, of Philadelphia, one to prohibit the collection of taxes on personal property by the State, to take effect immediately.

Mr. CONNELL, of Philadelphia, one establishing the rate of interest at seven per cent., not to effect existing contracts

Mr. WHITE, of Indiana, one authorizing writs of error on the judgments of Courts of Quarter Sessions on appeal from orders of removal of paupers.

Mr. ERRETT, of Allegheny, one incorporating the Allegheny Grocery and Provision Company; also one repealing the act changing the venue in the case of Corbett against Lewis and Nelson from Allegheny to Jefferson, and remanding the same to Allegheny.

PITTSBURGH AND CONNELLSVILLE RAILROAD BILL PASSED.

The bill relative to the Pittsburgh and Connellsville Railroad Company came up, and Speaker GRAHAM made a lengthy and eloquent speech in its favor. It was followed by Messrs. SEAWRIGHT, of Fayette, BURNET, of Monroe, McCONAUGHY, of Adams, and LANDON, of Bradford, in the same vein. The bill passed finally on a call of the yeas and nays, without a single dissenting voice.

Following is the bill;

SECTION 1. That the act of Assembly approved August nineteenth, one thousand eight hundred and sixty-four, entitled "An Act Relative to the Pittsburgh and Connellsville Railroad Company," be and the same is hereby repealed, and the said Company is required to build and complete their road to the State line within five years from the date hereof.

HOUSE

THE CONNELLSVILLE RAILROAD BILL PASSED.

The bill relative to the Pittsburgh and Connellsville Railroad, which passed the Senate this morning, was called up at half past two o'clock by Mr. WILSON, of Allegheny, and passed finally without a call for the yeas and nays.

FEES OF SHERIFFS.

The bill fixing the fees of sheriffs at three dollars per day for transferring prisoners to Penitentiaries and lunatics to Asylums, was defeated.

The bill provided as follows:

"That hereafter the fees of sheriffs for transferring prisoners to the penitentiaries and lunatics to the asylums of the State shall be three dollars per day, and the actual and necessary expenses incurred, and the said sheriffs are required to furnish to the commissioners a bill of particulars of the said services and expenses for examination and allowance by the said commissioners."

GEOLOGICAL SURVEYS.

The bill requiring the Secretary of the Commonwealth to forward to the Western Reserve Historical Society at Cleveland, Ohio, a copy of Rogers' Geological Surveys of Pennsylvania, was adopted.

THE FREE RAILROAD BILL CONSIDERED.

The Free Railroad bill of the House then came up.

The following is the bill as reported by Mr. WILSON, Chairman of the Committee on Railroads:

SECTION 1. That any number of citizens of Pennsylvania, not less than nine, may form a company for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property, or for the purpose of maintaining and operating any incorporated railroad already constructed for the like public use, and for that purpose they may make and sign articles of association, in which shall be stated the name of the company, the number of years the same is to continue, the places from and to which the road is to be constructed or maintained and operated, the length of such road, or as near as may be, and the name of each county in the State through or into which it is made or intended to be made, the amount of capital stock of the company, which shall not be less than ten thousand dollars for every mile of road constructed or proposed to be constructed, and the number of shares of which said capital stock shall consist, and the names and places of residence of a president, not less than six or more than twelve directors of the company, who shall manage its affairs for the first year and until others are chosen in their places. Each subscriber to such articles of association shall subscribe thereto his name, place of residence and the number of shares of stock he agrees to take in said company. On compliance with the provisions of the second section of this act such articles of association shall be acknowledged by at least three of the directors, before some officer competent to take acknowledgment of deeds, in the county where the principal office is designed to be located, and may be filed in the office of the Secretary of State, who shall endorse thereon the day they were filed, and record the same in a book to be provided by him for that purpose, and thereupon the said articles of association shall become and be a charter for the said company, and the persons who have so subscribed to such articles of association, and all persons who shall become stockholders in such company, shall be a corporation by the name specified in such article of association or charter, and shall possess the powers and privileges following, to wit:

First—To have succession by its corporate name for the period limited in its articles of association.

Second—To sue and to be sued, complain and defend, in any court of law or equity.

Third—To make and use a common seal and alter the same at pleasure.

Fourth—To hold, purchase and convey such real and personal estate as the purposes of the corporation shall require, not exceeding the amount limited in the article of association.

Fifth—To appoint subordinate officers and agents as the business of the corporation shall require, and to allow them a suitable compensation.

Sixth—To make by-laws, not inconsistent with any existing law, for the management of its property and regulation of its affairs, and for the transfer of its stock.

SEC. 2. Such articles of association shall not be filed and recorded in the office of the Secretary of State until at least two thousand dollars of stock for every mile of railroad proposed to be made is subscribed thereto, and ten per centum paid thereon in good faith and in cash to the directors named in said articles of association, nor until there is endorsed thereon or annexed thereto an affidavit, made by at least three of the directors named in said articles, that the amount of stock required by this section has been in good faith subscribed, and ten per centum paid in cash thereon as aforesaid, and that it is intended in good faith to construct or to maintain and operate the road mentioned in such articles of association as aforesaid.

SEC. 3. A copy of any article of association filed and recorded in pursuance of this act, or of the record thereof, with a copy of the affidavit aforesaid endorsed thereon or annexed thereto, and certified to be a copy by the Secretary of State or his deputy, shall be evidence of the incorporation of such company and of the facts therein stated.

SEC. 4. When such articles of association and affidavit are filed and recorded in the office of the Secretary of State, the directors named in said articles of association may, in case the whole of the capital stock is not before subscribed, open books of subscription to fill up the capital stock of the company in such places and give such notice as they may deem expedient, and may continue to receive subscriptions until the whole capital stock is subscribed. At the time of subscribing every subscriber shall pay to the directors ten per centum of the amount subscribed by him in money, and no subscription shall be received or taken without such payment.

SEC. 5. Whenever the foregoing provisions have been complied with, the persons named as corporators in such articles of association are fully authorized to carry into effect the objects named therein, as fully as any corporation heretofore created under any special act of the Legislature, and said corporation thus created shall be entitled to exercise all the rights, powers and privileges, and be subject to all the restrictions and liabilities of the general railroad law passed the nineteenth day of February, one thousand eight hundred and forty-nine, and the several supplements thereto, as fully and effectually as if said powers were specially incorporated in said charter.

SEC. 6. Whenever any railroad company heretofore incorporated, or created and incorporated, under the provisions of this act, shall, in the opinion of the directors thereof, require an increased amount of capital stock, they shall, if authorized by a majority of the stockholders, file with the Secretary of the Commonwealth a certificate, setting forth the amount of such desired increase, and thereafter such company shall be entitled to have such increased capital as is fixed by said certificate.

SEC. 7. The number of managers of any company incorporated in pursuance of this act shall be a President and not less than six nor more than twelve directors, as shall be fixed by the corporators thereof at their first meeting to choose directors of said company.

SEC. 8. The directors of any railroad company created under this act shall have power to borrow money not exceeding in amount twenty thousand dollars per mile, nor more than the amount of capital stock subscribed, and issue the bonds of the company therefor, payable at such time, not exceeding fifty years after the date thereof, and at such place, and at such rate of interest, not exceeding seven per centum, as said directors may deem best, and may secure the payment of said bonds and interest by a mortgage on the said road and franchises.

SEC. 9. Any company incorporated under this act shall have authority to construct such branches from its main line as it may deem necessary for the business and accommodate the trade and travel of the State.

SEC. 10. That roads constructed under the provisions of this act, or chartered under the laws of this Commonwealth, shall have the right to cross the road of any other railroad in this Commonwealth: *Provided, however*, That the cost of making and keeping such crossing in repair shall be borne by the road crossing the track of another: *And provided further*, That the road crossing the track of another shall keep at such crossings as many persons as may be required to give the public notice of current accidents.

SEC. 11. That roads constructed under the provisions of this act shall have the right to connect with roads of a similar character and, for the transaction of their business, upon such terms as may be agreed upon by those having the management, and roads.

SEC. 12. No director, officer or employe of any road chartered by this act shall have any pecuniary interest, direct or indirect, in any express, freight line or other business connected upon the same road, nor be employed by any such, and any violation of this provision shall subject the parties offending to a fine of not less than five hundred nor more than one thousand dollars.

SEC. 13. All acts heretofore passed inconsistent with the provisions of this act are declared to be null and void.

MR. THORN, of Philadelphia, moved to increase the amount required to file articles of association in the Secretary of the Commonwealth's office from two thousand to ten thousand dollars of stock subscribed for every mile of railroad proposed.

Mr. WILSON, of Allegheny, moved to substitute four thousand dollars. Agreed to.

Mr. HICKMAN, of Chester, moved to insert that twenty instead of ten per cent. be required to be paid in. Disagreed to.

Mr. LAWTON, of Cambria, moved an amendment requiring roads to be built in six years. Agreed to.

MR. THORN, of Philadelphia, offered an amendment compelling the directors to be citizens of Pennsylvania. Agreed to.

Pending the discussion the House adjourned at six o'clock P. M.

[By Telegraph to the Pittsburgh Gazette.]

HARRISBURG, January 30.—The Pittsburgh & Connellsville Railroad bill, about which so much has been said for years, passed both branches of the State Legislature to-day. The road is to be commenced in six months and finished in three years.

The Free Railroad Bill has passed the House in the Committee of the Whole.

[Special Correspondence Pittsburgh Gazette.]

HARRISBURG, Jan. 29, 1868.

DEAR GAZETTE.—There has been considerable conversation here amongst members, lobbyists and others of the bills relative to the charter of the Pittsburgh and Connellsville Railway, and I might truthfully add that there is great rejoicing among the friends of the Pennsylvania Railroad accept the situation with the greatest nonchalance, and cannot be tempted into any expression as to what the mighty corporation will now do to checkmate its rival. The bill was to restore the charter of the latter will pass both branches of the Legislature as all opposition to it from the same quarter has published decision of the Supreme Court on the subject. A few of the Eastern members feel that a grant so liberal to