

STATE CAPITAL NOTES.

"Another Batch."—An Additional Lot of Patriots who are Anxious to Serve the State—The Democracy's Output, Together With a Fresh List of Republican Candidates.

HARRISBURG, Jan. 4, '82.

In my last letter I did not cover all the aspirants for State honors in our party, neither did I make mention of the Democracy's representatives; therefore in the present letter I will endeavor to note all of the former left out as well as those mentioned by the latter. From the present outlook Reaver will be the candidate for Governor, but who will fill the other positions has not yet been settled. Jerome B. Niles, of Tioga, a prominent member of the Legislature, is casting longing eyes on the Lieut.-Governorship, and as he is in a favorable locality and stands well with both wings of the party there is no reason why he shouldn't be rather hopeful of success. He was mainly instrumental in making Mitchell U. S. Senator and will therefore have his support. A man of commanding presence, a good lawyer, an able debater, and a pleasant gentleman socially, Mr. Niles stands a formidable candidate. The genial Lucius Rogers, of McKean Co., present Deputy Secretary of Internal Affairs, and Secretary of the State Committee, who has a larger acquaintance than any man in the State, is likely to be a candidate for Secretary of Internal Affairs, and as he comes from the heart of the oil country there is a good showing in his favor, as your country is as bad as the "State of Allegheny" in its demand for recognition. However the northern tier can't have Niles and Rogers too, so one of the gentlemen will "get left." Pomeroy, editor of the Franklin Repository, and member of the House, claims the credit of naming Reaver for Governor, and on the strength of it, it is said, wants to be made Secretary of Internal Affairs; it is due the gentleman to say that he vows he is not a candidate. The writer had a talk with Att'y-Gen. Palmer a short time ago and in answer to the question as to whether he was a candidate for Governor, he replied, he was not, and for two reasons, the first of which was that he didn't want it; the second that even if he did he couldn't get it, as in the first place he couldn't get the nomination; and in the second, even if he did he couldn't be elected. "I am," said he, "in answering your questions in lectures, like the man who refused to play poker for seven seasons. When asked what they were he began by saying 'the first is I have no money;' 'Never mind the other six,' said the questioner."

The other side, commonly called the anti-union, "have also a long list to choose from, the principal of whom are candidates for the Governorship. Philadelphia City Controller Patton leads the list, followed by Congressman Hopkins of Pittsburgh, and State Senator Cox, of Luzerne Co., who is re-elected to the oath of office of Senator because he thought he had used one improperly during the campaign, and again went before his constituents and was re-elected. Besides the above, occasional mention is made of Frank B. Gowen of the Reading Co., Ex-Congressman Maish, Congressman Ermentrout, Ex-Gov. Curtin, Heister Clymer and Andrew H. H. As the two latter have each had a chance at it and failed it is not likely they will again have the privilege of leading their party to defeat. The four candidates first named are about receiving the greatest amount of attention. Of these Mr. Patton is ex-Senator Wallace might, if elected at the head of the ticket, be the vocation of more or less factional life. The strongest candidate of the old batch is Senator Cox, and at this early day it is safe to say will enter the convention with a powerful following. Congressman Perkins will also, no doubt, make a fight as he did at the convention of 1878. WARREN.

BROWN PRINCE no more—but Reaver of the Empire, which really means Reaver. Now for trouble with Bismarck. Germany has her darkest future before her.

MR. WOLFE read his speech to the Independents Thursday, and was frequently interrupted by stamping and clapping of hands. This reminds one of Sydney Smith's saying about excitement over indignation a week old, and also of the older saying that there are times when people shout just to keep their courage up.

THE Republican State Committee met in Philadelphia on Wednesday the 11th, and was largely attended. The question of fixing the date of holding the next State Convention was probably the most important matter before the Committee. May 10th was selected as the date, and Harrisburg as the place. The meeting was spirited but entirely harmonious.

THE Guiteau trial is, thank fortune, nearing its end rapidly, and each hour that passes is bringing the villain so much nearer the end of a rope, or the insane asylum, as the case may be. Davidge opened the case against the assassin on Thursday and completed his argument, which was a powerful one, on Friday. On Saturday, Reed spoke on behalf of the beast, and made a good plea. Scoville began where Reed left off, and at last accounts was doing all in his power to impress the jury that his devil brother-in-law was crazy when he assassinated President Garfield. Judge Porter will close for the prosecution when Scoville finishes, and then after Judge Cox charges the jury it will probably be but a short time before the people have the verdict; perhaps before the week closes.

Another Railway Project.

The Buffalo Express describes a gigantic railroad project that is bound to be pushed through rapidly. The road will run through Howe, Jenks and Barnett townships of Forest county, and will affect—very favorably, no doubt—the interests of our county. The knowing ones say there is not a doubt but that the road will be in operation in less than a year. The article reads thus:

A new deal in railway matters has been made in which a number of Buffalo capitalists are interested, and by which an old project of Commodore Vanderbilt is likely to be carried out. It was long one of his pet ambitions to gain for his trunk lines direct communication with the coal fields of Western Pennsylvania. It was in the pursuit of this object that the Dunkirk, Allegheny Valley and Pittsburgh was constructed, running from Dunkirk through Jamestown to Warren, Pa., and thence down the Allegheny to Oil City. This road has never paid, its sole dependence being freight to and from a not extensive oil region. The extension south into the mining counties of Western Pennsylvania was the object aimed at, and without which this short line was not expected to be of consequence. In fact, the title given the short line declares the intention of its projector, which did not fall short of laying rails directly through the coal fields all the way to Pittsburgh. As a part of the project, two other roads were incorporated. One, the Conewango and Clarion, was to build from Jefferson county north to a junction with the Dunkirk, Allegheny Valley and Pittsburgh at Warren; the other, the Mahoning and Susquehanna, was to lay a line south from the latter to the north of Jefferson county, to Pittsburgh. When the Commodore died these plans came to a standstill. During the past few years efforts have been made to carry out this enterprise in one way and another, but all moves have been checked by the Pennsylvania railroad company.

The Vanderbilt lines of late have been trying to carry out this project of reaching the coal fields has been pretty generally known in railway circles. About a month ago advertisements appeared in sundry papers throughout Western Penna., giving a notice of meeting of stockholders of the Mahoning and Conewango and the Conewango and Clarion, to be held in Brookville, Jefferson county, Pa., to consider an agreement of merger and consolidation, and this step was taken on the 20th of December. The consolidation is now the Clarion, Mahoning and Pittsburgh railroad company and is preparing to begin at once the work of construction so long delayed. It is said the right of way is secured along the entire route. With the new line which the New York Central is building south from Pittsburgh, along the Youghiogheny, the famous Conneville coke district is reached, and with the other links in the chain the New York Central and the Lake Shore gain direct access to the mining regions of the West.

The road from Warren to Pittsburgh will be 150 miles long. Branch lines, switches, sidings, etc., will require the laying of 30 miles of additional rails. The capital stock of the road is to be \$6,000,000, and bonds, first mortgage, are to be issued by the amount of \$4,500,000. It is planned to have the entire line in operation within a year. The immense tannery interests south of Warren are represented in the enterprise, and it is stated that many new and extensive tanneries are to be established. The new territory embraces much of the finest timber land of Western Pennsylvania, and a big lumber traffic is expected for the road.

At present the New York Central receives from 250 to 300 car loads of coal per day, and on every car load there is a profit for the Pennsylvania Central, over whose lines every car must now run. The building of the new road is to change all this by becoming a competitor of the Pennsylvania Central, the iron trade to Pittsburgh will be given another way to market, and in this the gentlemen back of the enterprise say the New York trunk line will discover opportunities for profit hitherto not attainable. The Erie railroad taps the Dunkirk, Allegheny and Pittsburgh railroads, and over its leased line the Buffalo and Southwestern runs by short route into Buffalo. It is claimed that the new road will materially shorten the distance between the coal fields and markets. The distance from Buffalo to Brookville, Jefferson county, will be 150 miles, and from Buffalo to Pittsburgh 235 miles. A saving from fifty to eighty miles, it is said, is effected over other southern routes to the Mahoning and Westmoreland

coal basins and to Pittsburgh, making for the shortest route for the bringing of coal, coke and iron to Buffalo and other northern and western markets.

The board of directors of the new company is largely composed of the representative capitalists of Western New York and Pennsylvania. Among the directors are Myron F. Bush, of the firm of Bush & Howard, in this city, director of the Bank of North America, New York; director of the Boston, Hoosac Tunnel and Western president and director of the projected Aurora and Southwestern narrow-gauge, etc.; J. H. Smith, of Bush & Howard, Buffalo; J. F. Schoellkopf, vice president Third National Bank, Buffalo; G. Carr, Buffalo; Hon. Cassius Brown, of Warren, Pa., a director of the Dunkirk, Allegheny Valley and Pittsburgh railroad, and a large holder of New York Central stock; F. H. Rockwell, the big tanner of Warren; Thos. K. Litch, of Brookville, president of the Jefferson County (Pa.) National Bank; S. S. Jackson, of Jackson, Vestrine & Co., the great lumbermen of Jefferson county; the Hon. R. C. Winstler, of Punxsutawney, Pa.; William M. Halston, banker, of Elderton, Pa.; L. A. Robertson, the Wayne county tanner; B. K. Jamieson, banker, of Philadelphia, and W. H. Paulding, of New York. Mr. S. S. Jackson is President, R. C. Winstler, Secretary, and W. H. Paulding, Treasurer.

The road, beginning at North Warren, runs through the towns of Glade, Stoneham, Clarendon, Tiona and Sheffield, in Warren county; through Forest County to the Clarion river; through Brookville and Punxsutawney, in Jefferson county; through Plumville, in Indiana county; Elderton, in Armstrong county; West Lebanon, Clarksburg and near Salinasburg, in Indiana county, and New Salem, in Westmoreland county, direct to the city of Pittsburgh. The course is in an almost straight line south through the great coal fields in Jefferson, Indiana, Armstrong and Westmoreland. This line will open up all the territory between the Bald Eagle Valley and Allegheny Valley north of the main line of the Pennsylvania railroad, where at present the only railway existing is the little local spur of nineteen miles extending from Blairsville to Indiana, the county seat of Indiana county. The new territory opened embraces the counties of Cambria, Clearfield, Cameron, Elk, Forest, Jefferson, Indiana and the eastern portions of Clarion and Armstrong.

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Image of a Parker Gun with text: PARKER BROS., Meriden, Conn.

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GUENTHER'S LUNG HEALER advertisement with text describing its benefits for various ailments.

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