#### STATE CAPITAL NOTES.

"Another Batch."-An Additional Lot of Patriots who are Anxlous 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 Beaver 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 abla debater, and a pleasant gentleman socially, Mr. Miles 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 Beaver 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 be is not a candidate. The writer had a falk with Att'y-Gen. Palmer a short ime ago and in answer to the question is to whether he was a candidate for Jovernor, he replied, he was not, and for recognition. However the northern The article reads thus: sovernor, he replied, he was not, and or two reasons, the first of which was

ther six,' said the questioner." The other side, commonly called the hiladelphia City Controller Pattison sads the list, followed by Congressan Hopkins of Pittsburgh, and State mator Coxe, of Leserne Co., who resed to take the oath of office of Senor because he thought he had used oney improperly during the camign, and again went before his conituents and was re-elected. Besides e above, occasional mention is made

Franklin B. Gowen of the Reading
R, Ex-Congressman Maish, Consessmen Ermantrout, Ex-Gov. Cursesmen Ermantrout, Ex-Gov. Curo, Heister Clymer and Andrew H. ely they will again have the prive four candidates first named are at sylvania, and a big lumber traffic is expected for the road. attention. Of these Mr. Pattison | 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 eed at the head of the ticket, be the ife. The strongest candidate of the ole batch is Senator Coxe, and n at this early day it is safe to say will euter the convention with a verful following. Congressman pkins will also, no doubt, make as ing a fight as he did at the convenof 1878. WARREN.

ho refused to play poker for seven

nown PRINCE no more-but Ret of the Empire, which really means iner. Now for trouble with Bisk. Germany has ber darkest fubefore ber.

Independents Thursday, and was frequently interrupted by stamping and clapping of hauds. 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 begun 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

### Another Railway Project.

The Buffalo Express describes a gigantie 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 favorable, no doubt-the in- CIVIL ENGINEER AND SURVEYOR. terests 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.

tention of its projector, which did not fall short of laying rails directly through the coal fields all the way to Pittsburgh. As bat he didn't want it; the second hat even if he did he couldn't get it, s in the first place he couldn't get the omination; and in the second, even f he did he couldn't be elected. "I m," said he, "in answering your 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 Clarion river, on the north of Jefferson county, to Pittsburgh. As a part of the project, two other roads were incorporated. One, the Conewango and Clarion, was to build from Jefferson county, to Pittsburgh. As a part of the project, two other roads were incorporated. One, the Conewango and Clarion, was to build from Jefferson county, 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 Clarion river, on the north of 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 Clarion river, on the north of Jefferson county north to a junction with the Dunkirk, Allegheny Valley and Pittsburgh. uestions in 'lections, like the man dore 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 checkmated by the Pennsylvania sasons. When asked what they ere he began by saying 'the first is

railroad company.

That the Vanderbilt lines of late have have no money;' 'Never mind the 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 Westonterrified," have also a long list to noose from, the principal of whom re candidates for the Governorship.

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 Youghlogheny, the famous Connellsville 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 re-

capital stock of the road is to be \$6,000,000, and bonds, first mortgage, are to be issued to the amount of \$4,5000,000. It is planned II. As the two latter have each had to have the entire line in operation within obsoce at it and failed it is not south of Warren are represented in the ge of leading their party to defeat. lished The row tenneries are to be established. The new territory embraces much

for the Pennsylvania Central, over whose vocation of more or less factional lines every car must now run. The building of the new road is to change all this by becoming a competitor of the Pennsylva-nia over the entire route. If allied to the New York Central, the iron trade to Pittsburgh will be given another way to mar-ket, and in this the gentlemen back of the enterprise say the New York trunk line will discover opportunities for profit hitherto not attainable. The Eric raffroad taps the Dunkirk, Allegheny and Pitts-burgh railroad at Falconer's, twenty-three miles north of Warren, and over its leased line the Buffglo 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 1555 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 Makoning and Westmoreland

Mr. Wolff read his speech to the goal basins and to Pittaburgh, making far the abortost route for the bringing of coal, coke and iron to Buffulo and other north-

coke and iron to Buffulo and other northorn 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 P. 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 Scuthwestern narrow-guage,
etc.; J. H. Smith, of Bush & Howard,
Buffalo, J. F. Schoellkopf, vice president
Third National Bank, Buffalo; C. Carr,
Buffalo; Hon, Rasselas Brown, of Warren, Pa., a director of the Lake Shore railroad, a director of the Dunkink. Allegheny
Valley and Pittsburgh railroad, and a
large holder of New York ren, Pa., a director of the Lake Shore rallroad, a director of the Dunkink. 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, Verstine
& Co., the great lumbermen of Jefferson
county; the Hon. R. C. Winslow, of
Punxsutawney, Pa.; William M. Ralston,
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. Winslow, 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 Saltsburg,
in Ladiana, county, and New Salam, in

Elderton, in Armstrong county: West Lebanon, Clarksburg and near Saltsburg, Lebanon, Clarksburg and near Saltsburg, 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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P.M. no'n (D.A. V.& P.Ry) A. M. P. M. 6 11 12 00 lv... Warren ... ar 8 53 4 45.

P. M. A. M. (Eric Railway) A. M. P. M. 3 30 6 20 lv.. Pradford ar 11 35 9 00 ...

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