Daily Patriot & Union.

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PUBLISHED EVERY MORNING,
SUNDAYS EXCEPTED,
BY O. BARRETT & CO

THE DAILY PATRIOT AND UNION will be served to subscribers residing in the Borough for SIX CENTS PER WEEK payable to the Carrier. Mail subscribers, FOUR DOLLARS PER ANNUM.

THE WEEKLY will be published as heretofore, semi-weekly during the session of the Legislature, and once a week the remainder of the year, for *two dollars* in advance, or *three dollars* at the expiration of the year.

Connected with this establishment is an extensive JOB OFFICE, containing a variety of plain and fancy type, unequalled by any establishment in the interior of the State, for which the patronage of the public is solicited.

RATES OF ADVERTISING.

Four lines or less constitute half a square. Ten lines or more than four, constitute a square.

Half sq., one day	$0.25	One sq., one day	$0.50
" one week	1.00	" one week	1.25
" one month	2.00	" one month	3.00
" three months	3.00	" three months	5.00
" six months	4.00	" six months	8.00
" one year	5.00	" one year	10.00

☞ Business notices inserted in the LOCAL COLUMN, or before marriages and deaths, FIVE CENTS PER LINE for each insertion. To merchants and others advertising by the year liberal terms will be offered.

☞ The number of insertions must be designated on the advertisement.

☞ Marriages and Deaths will be inserted at the same rates as regular advertisements.

Books, Stationery, &c.

SCHOOL BOOKS.—School Directors, Teachers, Parents, Scholars, and others, in want of School Books, School Stationery, &c., will find a complete assortment at E. M. POLLOCK & SON'S BOOK STORE, Market Square, Harrisburg, comprising in part the following—

READERS.—McGuffey's, Parker's, Cobb's, Angell's
SPELLING BOOKS.—McGuffey's, Cobb's, Webster's, Town's, Byerly's, Comby's.
ENGLISH GRAMMARS.—Bullion's, Smith's, Wood bridge's, Monteith's, Tuthill's, Hart's, Wells'.
HISTORIES.—Grimshaw's, Davenport's, Frost's, Wilson's, Willard's, Goodrich's, Pinnock's, Goldsmith's and Clark's.
ARITHMETIC'S.—Greenleaf's, Stoddard's, Emerson's, Pike's, Rose's, Colburn's, Smith and Duke's, Davie's.
ALGEBRAS.—Greenleaf's, Davie's, Day's, Ray's, Bridge's.
DICTIONARYS.—Walker's School, Cobb's, Walker, Worcester's Comprehensive, Worcester's Primary, Webster's Primary, Webster's High School, Webster's Quarto, Academic.
NATURAL PHILOSOPHIES.—Comstock's, Parker's, Swift's. The above with a great variety of others can at any time be found at my store. Also, a complete assortment of School Stationery, embracing in the whole a complete outfit for school purposes. Any book not in the store procured at one days notice.
☞ Country Merchants supplied at wholesale rates.
ALMANACS.—John Baer and Son's Almanac for sale at E. M. POLLOCK & SON'S BOOK STORE, Harrisburg.
☞ Wholesale and Retail. my1

JUST RECEIVED
AT
SCHEFFER'S BOOKSTORE,
ADAMANTINE SLATES
OF VARIOUS SIZES AND PRICES,
Which, for beauty and use, cannot be excelled.
REMEMBER THE PLACE,
SCHEFFER'S BOOKSTORE,
NO. 18 MARKET STREET. mar2

NEW BOOKS!
JUST RECEIVED
"SEAL AND SAY," by the author of "Wide, Wide World," "Dollars and Cents," &c.
"HISTORY OF METHODISM," by A. Stevens, LL.D.
For sale at SCHEFFERS' BOOKSTORE, ap9 No. 18 Marke st.

JUST RECEIVED,
A LARGE AND SPLENDID ASSORTMENT OF
RICHLY GILT AND ORNAMENTAL
WINDOW CURTAINS,
PAPER BLINDS,
Of various Designs and Colors, for 8 cents,
TISSUE PAPER AND CUT FLY PAPER,
At [my24] SCHEFFER'S BOOKSTORE.

WALL PAPER! WALL PAPER!!
Just received, our Spring Stock of WALL PAPER, BORDERS, FIRE SCREENS, &c., &c. It is the largest and best selected assortment in the city, ranging in price from six (6) cents up to one dollar and a quarter ($1.25.)
As we purchase very low for cash, we are prepared to sell at as low rates, if not lower, than can be had elsewhere. If purchasers will call and examine, we feel confident that we can please them in respect to price and quality. E. M POLLOCK & SON,
ap3 Below Jones' House, Market Square.

LETTER, CAP, NOTE PAPERS, Pens, Holders, Pencils, Envelopes, Sealing Wax, of the best quality, at low prices, direct from the manufactories, at
mar30 SCHEFFER'S CHEAP BOOKSTORE

LAW BOOKS! LAW BOOKS!!—A general assortment of LAW BOOKS, all the State Reports and Standard Elementary Works, with many of the old English Reports, *scarce and rare*, together with a large assortment of second-hand Law Books, at very low prices, *at the one price Bookstore of*
E. M. POLLOCK & SON,
my3 Market Square, Harrisburg.

Miscellaneous.

AN ARRIVAL OF
NEW GOODS
APPROPRIATE TO THE SEASON!
SILK FANS! LINEN FANS!! PAPER FANS!!!
ANOTHER AND SPLENDID LOT OF
SPLICED FISHING RODS!
Trout Flies, Gut and Hair Snoods, Grass Lines, Silk and Hair Plaited Lines, and a general assortment of
FISHING TACKLE!
A GREAT VARIETY OF
WALKING CANES!
Which we will sell as cheap as the cheapest!
Silver Head Canes! Loaded Canes! Sword Canes! Hickory Canes! Fancy Canes!
KELLER'S DRUG AND FANCY STORE,
NO. 91 MARKET STREET,
South side, one door east of Fourth street je9.

B. J. HARRIS,
WORKER IN TIN,
SHEET IRON, AND
METALLIC ROOFING,
Second Street, below Chestnut,
HARRISBURG, PA.
Is prepared to fill orders for any article in his branch of business; and if not on hand, he will make to order on short notice.
METALLIC ROOFING, of Tin or Galvanized Iron, constantly on hand.
Also, Tin and Sheet-Iron Ware, Spouting, &c.
He hopes, by strict attention to the wants of his customers, to merit and receive a generous share of public patronage.
☞ Every promise strictly fulfilled.
B. J. HARRIS,
jan7-dly] Second Street, below Chestnut.

FISH!! FISH!!!
MACKEREL, (Nos. 1, 2 and 3.)
SALMON, (very superior.)
SHAD, (Mess and very fine.)
HERRING, (extra large.)
COD FISH.
SMOKED HERRING, (extra Digby.)
SCOTCH HERRING.
SARDINES AND ANCHOVIES.
Of the above we have Mackerel in whole, half, quarter and eighth bbls. Herring in whole and half bbls.
The entire lot new—DIRECT FROM THE FISHERIES, and will sell them at the lowest market rates.
sep14 WM. DOCK, JR., & CO.

CHAMPAGNE WINES!
DUC DE MONTEBELLO,
HEIDSIECK & CO.,
CHARLES HEIDSIECK,
GIESLER & CO.,
ANCHOR—SILLERY MOUSSEUX,
SPARKLING MUSCATEL,
MUMM & CO.'S,
VERZENAY,
CABINET.
In store and for sale by
JOHN H. ZIEGLER,
de20 73 Market street.

HICKORY WOOD!!—A SUPERIOR LOT just received, and for sale in quantities to suit purchasers, by JAMES M. WHEELER.
Also, OAK AND PINE constantly on hand at the lowest prices. dec6

FAMILY BIBLES, from 1$ to $10, strong and handsomely bound, printed on good paper, with elegant clear new type, sold at
mch31 SCHEFFER'S Cheap Book store.

CRANBERRIES!!!—A SPLENDID LOT just received by
oct10 WM. DOCK, JR., & CO.

FOR a superior and cheap TABLE or SALAD OIL go to KELLER'S DRUG STORE.

THE Fruit Growers' Handbook—by WARING—wholesale and retail at
mch31 SCHEFFER'S Bookstore.

SPERM CANDLES.—A large supply just received by
sep18 WM. DOCK, JR., & CO.

KELLER'S DRUG STORE is the place to find the best assortment of Perfumeries.

Coal.

TO THE PUBLIC!
JOHN TILL'S
COAL YARD,
SOUTH SECOND STREET,
BELOW PRATT'S ROLLING MILL,
HARRISBURG, PA.,
Where he has constantly on hand
LYKENS VALLEY BROKEN, EGG, STOVE AND NUT COAL.
ALSO,
WILKESBARRE STEAMBOAT, BROKEN, STOVE AND NUT COAL,
ALL OF THE BEST QUALITY.
It will be delivered to consumers clean, and full weight warranted.
☞ CONSUMERS GIVE ME A CALL FOR YOUR WINTER SUPPLY.
☞ Orders left at my house, in Walnut street, near Fifth; or at Brubaker's, North street; J. L. Speel's, Market Square; Wm. Bostick's, corner of Second and South streets, and John Lingle's, Second and Mulberry streets, will receive prompt attention.
jy13-d6m JOHN TILL.

COAL! COAL!!
ONLY YARD IN TOWN THAT DELIVERS
COAL BY THE
PATENT WEIGH CARTS!
NOW IS THE TIME
For every family to get in their supply of Coal for the winter—weighed at their door by the *Patent Weigh Carts. The accuracy of these Carts no one disputes*, and they never get out of order, as is frequently the case of the Platform Scales; besides, the consumer has the satisfaction of proving the weight of his Coal at his own house.
I have a large supply of Coal on hand, consisting of
S. M. CO.'S LYKENS VALLEY COAL all sizes,
LYKENS VALLEY do " "
WILKESBARRE do. " "
BITUMINOUS BROAD TOP do.
All Coal of the best quality mined, and delivered free from all impurities, at the lowest rates, by the boat or car load, single, half or third of tons, and by the bushel.
JAMES M. WHEELER.
Harrisburg, September 24, 1860.—sep25

UP TOWN!
PATENT WEIGH CARTS.
For the convenience of my numerous up town customers, I have established, in connection with my old yard, a Branch Coal Yard opposite North street, in a line with the Pennsylvania canal, having the office formerly occupied by Mr. R. Harris, where consumers of Coal in that vicinity and Verbeketown can receive their Coal by the
PATENT WEIGH CARTS,
WITHOUT EXTRA CHARGE FOR HAULING,
And in any quantity they may desire, as low as can be purchased *anywhere.*
FIVE THOUSAND TONS COAL ON HAND,
Of LYKENS VALLEY and WILKESBARRE, all sizes.
☞ *Willing to maintain fair prices, but unwilling to be undersold by any parties.*
☞ All Coal forked up and delivered clean and free from all impurities, and the *best* article mined.
Orders received at either Yard will be promptly filled, and all Coal delivered by the *Patent Weigh Carts.*
Coal sold by Boat, Car load, single, half or third of tons, and by the bushel.
JAMES M. WHEELER.
Harrisburg, October 13, 1860.—oct15

LYKENS VALLEY NUT COAL—
For Sale AT TWO DOLLARS PER TON,
☞ *All Coal delivered by PATENT WEIGH CARTS*
JAMES M. WHEELER
☞ Coaldelivered from both yards. no17

Medical.

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FOR SECRET AND DELICATE DISORDERS.
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FOR SECRET AND DELICATE DISORDERS.
A Positive and Specific Remedy.
A Positive and Specific Remedy.
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A Positive and Specific Remedy.
A Positive and Specific Remedy.
FOR DISEASES OF THE
BLADDER, GRAVEL, KIDNEYS, DROPSY,
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And all Diseases of Sexual Organs,
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And all Diseases of Sexual Organs,
ARISING FROM
Excesses, Exposures, and Imprudencies in Life.
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Excesses, Exposures, and Imprudencies in Life.
From whatever cause originating, and whether existing in
MALE OR FEMALE.
Females, take no more Pills! They are of no avail for Complaints incident to the sex. Use
EXTRACT BUCHU.
Helmbold's Extract Buchu is a Medicine which is perfectly pleasant in its
TASTE AND ODOR,
But immediate in its action, giving Health and Vigor to the Frame, Bloom to the Pallid Cheek, and restoring the patient to a perfect state of
HEALTH AND PURITY.
Helmbold's Extract Buchu is prepared according to Pharmacy and Chemistry, and is prescribed and used by
THE MOST EMINENT PHYSICIANS.
Delay no longer. Procure the remedy at once.
Price $1 per bottle, or six for $5.
Depot 104 South Tenth street, Philadelphia.
BEWARE OF UNPRINCIPLED DEALERS
Trying to palm off their own or other articles of BUCHU on the reputation attained by
HELMBOLD'S EXTRACT BUCHU,
The Original and only Genuine.
We desire to run on the
MERIT OF OUR ARTICLE!
Their's is worthless—is sold at much less rates and commissions, consequently paying a much better profit.
WE DEFY COMPETITION!
Ask for HELMBOLD'S EXTRACT BUCHU.
Take no other.
Sold by JOHN WYETH, Druggist, corner of Market and Second streets, Harrisburg,
AND ALL DRUGGISTS EVERYWHERE.
no14 d&w3m.

EXTRACTS! EXTRACTS!
WOODSWORTH & BUNNEL'S
SUPERIOR FLAVORING EXTRACTS
OF
BITTER ALMOND,
NECTARINE,
PINE APPLE,
STRAWBERRY,
ROSE,
LEMON AND
VANILLA,
Just received and for sale by
je20 WM. DOCK, JR., & CO.

The Patriot & Union.

FRIDAY MORNING, FEB. 8, 1861.

THE SUNBURY AND ERIE RAILROAD, AND THE STATE LEGISLATURE.

[Concluded.]

In order to illustrate the technical advantages of low gradients, and the superiority of the Sunbury and Erie road in this respect over other roads, the chief engineer, Mr. Farries, published in the report just referred to, some interesting results of his calculations of the practical working capacity of a thirty ton locomotive on the grades of the Pennsylvania Central, and the Sunbury and Erie roads, of which we shall here only re-produce the final conclusions arrived at:

"It will thus be seen that the equated distance from Harrisburg to Pittsburg, by the respective routes, stand as 810 miles is to 549.5 miles, and from Pittsburg to Harrisburg, as 597 miles is to 440 miles; therefore, at the rate of ten miles per hour on the Pennsylvania Central road, it will require eighty-one hours for an engine to convey the same amount of tonnage from Harrisburg to Pittsburg that the same engine would convey by the Susquehanna, Sunbury and Erie and Allegheny route, in fifty-five hours; and, from Pittsburg to Harrisburg, on the Central Pennsylvania road, it will require nearly sixty hours to convey the same amount of tonnage that the same engine would convey by Allegheny Valley, Sunbury and Erie and Susquehanna route, in forty-four hours. The wear and tear on the respective roads will also be in the same ratio as the time required to do the same amount of business; or, as the number of miles passed over by a single engine with its train. Therefore, if it takes one third more motive power from Harrisburg to Pittsburg to do the same amount of business on the Central Pennsylvania road than it will by the Sunbury and Erie route, and one-fourth more power from Pittsburg to Harrisburg, it is evident that the cost of the maintenance of way will be in the same proportion. The capacity of the road, and the economy of transportation over it, in this case, depend more upon the low gradients than any advantage to be obtained by an endeavor to shorten distance by adopting higher gradients."

The following summary comparison of the ascending and descending grades of the New York lake routes with those of the Sunbury and Erie illustrates the superiority of the latter most strikingly:

The ascending and descending grades from Buffalo and Albany to New York are in total in 11,200 feet; New York to Erie, 12,675 feet; Sunbury to Erie, 8,560 feet.

The following table may also prove of interest in this connection:

Distances, Elevations and Grades of the Principal Points on the Line of the Sunbury and Erie Railroad.

NAMES OF PLACES.	Elevation	Distance	Total dist.	Max. grade	Av. grade
Sunbury	423	....	.....	16.0	2.33
Milton	451	12	.....	16.0	2.33
Muncy Station	....	....	.....	16.0	2.33
Williamsport	506	27	39	16.0	2.33
Jersey Shore	....	....	....	16.0	1.70
Lock Haven	552	26	65	16.0	1.70
De Crano	716	39½	104½	16.0	4.16
1st Fork of Sinnemahoning	....	....	....	16.0	.....
2d " "	787	15½	120	16.0	4.60
Shippen or Emporium	1011	18½	138½	17.0	12.00
Foot of Maximum Grade	1330	12¾	151¼	32.0	25.00
Miller's West Creek Summit	1682	5¾	158	52.8	52.15
St. Mary's	1628	1½	159½	36.0	31.00
Foot of Maximum Grade	1518	2¼	162	52.8	47.80
Ridgway	1387	8¼	170¼	26.0	15.90
Johnsonburg	1429	8	178¼	16.0	5.25
Wilcox or Buena Vista	1501	6	184¼	32.0	12.00
Foot of Maximum Grade	1525	3¼	185	32.0	32.00
Clarion Summit	2006	8½	193½	58.0	56.60
Two-Mile Run Summit	1914	4	197½	52.8	28.00
Foot of Maximum Grade	1456	8	205½	52.8	52.80
Sheffield	1324	4¾	210¼	42.4	33.00
Dutchman's Summit	1393	7	217¼	20.0	10.00
Warren	1189	5¾	223	52.8	35 60
Irwin	1162	6	229	16.0	4.50
Youngsville	1203	3	232	16.0	13.00
Pittsfield	1236	3	235	16.0	11 00
Spring Creek	1381	10	245	16.0	14.50
Columbus Station	1388	5	250	16.0	1.40
Logan's Summit	1428	2	252	32.0	20 00
Union Mills	....	11	263	32.0	16.60
French Creek	1195	3	266	32.0	16.60
Waterford	1190	4½	270½	10.0	0.10
Le Bœuff Summit	1220	6	276½	32.0	50.00
Minor's Summit	1124	3½	280	....	27.60
Belle Valley	985	2	282	....	69.50
Erie City	973	7	289	....	63.40
Surface of water in Lake Erie	965	....	.....	....	.....

Unless all signs deceive, unless history and science failed to demonstrate the causes of the rise and progress of commerce, a railroad so superior as the Sunbury and Erie to every other rival connection with the lakes, must secure to Philadelphia her legitimate share of the lake-trade, restoring her to her former pre-eminence in foreign commerce. Nearly two generations ago the decline of Philadelphia's foreign commerce, and the growth of that of New York were evident, and the reason of the change going on was fully recognized by a few eminent men, but Pennsylvania politicians heeded not their warning voices. A Philadelphia gentleman, William J. Duane, published, as early as 1811, an excellent treatise on railroads and canals, especially urging upon the people of Pennsylvania the vital importance of a canal connecting the ports of Philadelphia and Erie, and predicting the inevitable consequences of the short sighted policy pursued in this respect by Pennsylvania legislators, who, he complains, "speak and vote as if they represented no more than their own families, or at farthest, particular counties," while the laws they made resembled "the petty acts of a borough corporation, bearing no marks of an enlightened regard for the interests of a great Commonwealth." * * * * "That State," he remarks, "which shall first complete communications between the lakes and the Atlantic, will give an important impulse to its own internal resources, and will enrich itself by the passage of an immense and growing import and export trade."

New York acted according to this advice, while Pennsylvania remained behind, first in the construction of turnpikes, then of canals, and later, of railroads also; and this is the whole secret of the downfall of our foreign commerce.

Let it not be said that Philadelphia has less capacity for trade than New York. This assertion, which originated with the New York press, is flatly contradicted by the rapid and steady growth of our coastwise trade, showing conclusively that Philadelphia is really a most excellent distributing point.

It is a most absurd notion, and a very mischievous one, that the supremacy of the city of New York in foreign commerce is owing to natural advantages, beyond the control of human energy and arts; that it is owing to her situation with reference to the ocean, and greater proximity to the ports of Northern Europe.—Boston enjoys superior advantages in these respects; why has not she become the Queen of Commerce? The answer is, that New York being situated farther south and more central, forms a better distributing point. Philadelphia, as a distributing point, is superior, however, to New York even. As to the difference in distance between New York, Philadelphia and Liverpool, it amounts, reduced to time, to no more than from 18 to 24 hours for sailing vessels, steam being employed on the river, and from 12 to 15 hours for ocean steamers, which upon voyages of four weeks or two respectively, is of little or no account at all.—Liverpool has attracted nearly the entire American trade with Great Britain, yet the ports of Plymouth, Bristol, Southampton, are nearer by a hundred miles and more to New York. The reason of the commercial eminency of Liverpool, like that of New York, is, therefore, neither proximity nor situation with reference to the ocean, but rather situation with reference to the mainland. Manufactures form the staple of British exports, and Liverpool, backed and surrounded in a semicircle by the great manufacturing districts of Manchester, Birmingham, Leeds, &c., is the nearest and best port to ship manufactures, and hence her commercial eminency.

Products of the soil form the export staple of the United States. New York is now, by art or railroad, the nearest Atlantic port to the lakes, whence comes the bulk of our exports, and hence her commercial supremacy on this side of the Atlantic. But by the Sunbury and Erie road, Philadelphia will be nearer the lakes than her powerful rival. All she has to do, to compete successfully, is to complete that connection with the lakes, and in the same measure as she will attract the produce of the northwest at cheaper rates of freight, and in less time than New York, must her foreign commerce, and by reaction, her internal commerce, expand.

It is not exactly by Atlantic steam-lines that we ought to begin reviving our languishing, drooping commerce. This is a secondary consideration. We must first get cargoes before we require ships and steamers. The first consideration is a good railroad to the lakes. It is all very well to send delegations of Philadelphia merchants to the West to cultivate friendly feelings, and renew old business relations, but the course of trade was never yet diverted by this sort of genial and easy enterprise. It takes stronger efforts. New York knows this well, and has pursued a different, more effective policy. She constructed canals and railroads, thus attracting the produce of the West, which attracted in turn European vessels, securing to New York merchants the distribution and profits of their cargoes. She enjoys now the prestige of offering goods at first hand, and making the most of it. She pushes her business to the very heart of Pennsylvania, to the very gates of our commercial metropolis, to the great detriment of our own trade.

While we are still deliberating on the subject of our trunk-roads, which form but the basis of a complete railroad system, New York has constructed numerous branch roads into our territory. She has opened direct communications by the New Jersey Central to Easton, by the Lehigh Valley through Bethlehem to Allentown, and thence by the Pennsylvania Eastern to Reading; thereby, and by the fact of her direct importation of foreign goods, securing the largest portion of the trade of those places.

If we would, then, repair the errors of the dead generation, and the living; if we are really in earnest, and wish to restore Philadelphia commerce to its pristine glory; if we would make our beautiful metropolis the greatest commercial, as well as industrial centre, in the Union, for which proud position she is by nature endowed with all the essential requisites, we must devote our energies and resources to the completion of the Sunbury and Erie railway.

To the statesman and legislator this enterprise presents itself in another view, of equal, if not greater consequence. Nearly one-third of the area of our State is still a wilderness, though teeming with countless treasures in uncultivated but most fertile soil, minerals and timber, &c., awaiting the hands only to raise them. The astonishing growth of the State and city of New York, within the last thirty years, in population, commerce and wealth, can be clearly traced to the public improvements she erected with so much energy and speed. In the period from 1810 to 1820 she was exceedingly active in constructing turnpikes, and it was in that period that she gained the first march upon Pennsylvania, which had been less active.

New York then engaged with superior energy in the construction of canals, and, at a later period, of railroads, linking her port with the lakes, and the effect of her enterprise was enormous.

The Erie canal, extending from Albany to Buffalo, in the State of New York, was opened in the year 1825. There was not then a town of importance, in that State, west of Albany; and Albany, chartered in 1686, and in direct communication with the city of New York, by means of a navigable river, had grown so slowly that in 1820, at the ripe age of one hundred and thirty years, it contained but 12,600 inhabitants. The population of Buffalo, which was originally laid out by the Holland company in 1801, was 2,500. Within five years after the opening of the canal, the population of Albany was doubled, that of Buffalo trebled, and Utica and Rochester became cities, each containing 9,000 inhabitants. The New York central railroad, afterwards constructed, and following the line of the canal, added its influence in the developement of the country which it spans, and now Albany with a population estimated at 70,000, Utica at 28,000, Auburn at 15,000, Syracuse at 35,000, Rochester at 50,000, Lockport at 20,000, and Buffalo at 80,000, besides a number of towns and villages, rising from the path of those improvements, attest the wisdom of a Clinton, and pay tribute to the State of New York. The city of Troy, only six miles distant from Albany, contained in 1820 about 5,000 inhabitants. The Erie and Champlain canal, and the railroads that connect her with the North and West, have since become the sources of a prosperity now shared by her population of near 50,000 souls. Besides all that, those channels of communication with the Lakes, to which the New York and Erie railroad was added in 1851, have given to the city of New York her present supremacy in the internal and foreign commerce of the country. The year before the Erie canal was opened the valuation of real and personal property in the city of New York was $83,075,676. At present, it is $550,078,778, an increase of over $467,000,000! Such are some of the magnificent results of the railways and canals which connect the city of New York with the great Lakes; cities springing up like magic, and wealth flowing like a river into the streets of that commercial emporium.

Like results from the same causes are found in the history of other States. In 1825, Cleveland had but five hundred inhabitants, Detroit fifteen hundred and Chicago was a trading post in the midst of Indian wigwams. The opening of canals and railroads through the States to which those villages belonged, swept into their harbors the products of the interior country. They are now splendid cities. Cleveland has near 50,000, Detroit 40,000 and Chicago more than 100,000 inhabitants. Then there is the immense and constantly expanding foreign trade of the port of New York, the superiority of which over the foreign trade of Philadelphia is directly traceable to the same causes. The liberal enterprise of the former State under encouraging legislation, and the apathy and backwardness of the latter have produced the enormous differences exhibited in the following statistics:

Foreign Trade of New York in 1858-59.

Foreign imports	$170,000,000
Domestic exports	83,500,000
Foreign goods re-exported	17,300,000
Total imports and exports	270,800,000

Foreign Trade of Philadelphia in 1858-59.

Foreign imports	$12,890,000
Domestic exports	5,613,000
Foreign goods re-exported	374,000
Total imports and exports	18,877,000

	Number.	Tonnage.
Vessels which cleared from New York	2,837	1,460,998
Vessels which entered the port of N. Y.	3,330	1,694,219
Total	6,167	3,155,217
Vessels which cleared from Philadelphia	369	119,878
Vessels which entered the port of Philadelphia	474	156,671
Total	843	276,549

Can Pennsylvanians and Pennsylvania legislators contemplate these marvellous results of the energy and productive legislation of a neighboring State, without a feeling of shame and mortification? How long shall it be said that Pennsylvania, blessed as she is with so many natural advantages, a genial climate, and a vigorous population, is too old and decrepit to create new settlements, boroughs and cities?

We shall enumerate only some of the principal Pensylvania interests that will be promoted by the completion of the Sunbury and Erie railroad, enriching the people and rendering this road one of the most useful and most remunerative in the land.

There are annually produced in Pennsylvania some 8,000,000 tons of coal, and 600,000 tons of iron. The States surrounding the lakes, including Canada, are ill provided with these materials, of which the consumption already large will increase immeasurably at reduced rates of freight. These articles, and timber, another important staple product of this State, are now furnished to the West through New York merchants over the roads of that State, at a loss to us of the most considerable portion of the profits.

The road passes through large tracts of valuable timber lands, the produce of which will of course come immediately into play. Mr. Dalton, the engineer of the McKean and Elk-land improvement company, describing that part of the country as a continuous forest bearing an apparently inexhaustible supply of timber, remarks in his reports, published in 1858:

"Trees are found in great variety; hemlock, beach, maple, poplar, oak, pine, cherry, cucumber and others, and frequently of amazing size, which bespeaks both a primitive forest and a fertile soil. While these species generally occur promiscuously in all parts of the land, some of them, indeed the most valuable ones, are found in groves, with a perceptible seclusion of the others. This is the case with the pine, cherry and hemlock. The region between the upper branches of the north fork of West creek and corresponding branches of the East Clarion, may be properly designated as a pine country." His observations appear to have extended no further than the lands of the company, on which, near the line of the road, he found three cherry groves, covering, each, upwards of a thousand acres. One of these, between the Tionesta and West Clarion, he had an opportunity of traversing, during a geological excursion. He says "it led me for more than a mile in length through groves of cherry trees which appeared to rival each other in size, soundness and beauty." He also refers to the mineral treasures of this region, concealed in the deep shades of the forest.

The three great items of coal, iron and timber will secure to the Sunbury and Erie road an immense amount of ready freight, immediately upon its completion, with the bright prospect of a large increase, consequent upon the opening of new coal and iron fields and new agricultural regions.

Intersected by the line, in the northwestern portion of the State, lies the great Bennett's Branch coal basin, of which Professer Rogers remarks, in his Fifth Annual Report, that it contains five distinct veins of coal, varying from eighteen inches to five feet in thickness.

He remarks: "At Caledonia, on Bennett's Branch, the basin becomes productive, the stratification embracing coal, iron ore, and limestone. One mile from Caledonia, a five feet bed of coal was discovered; and we afterwards ascertained that it had been uncovered on other streams. This seam, consisting of sound coal, without any slate, measures in one place five feet two inches in thickness. We discovered a fine natural bed of hard ore, before unknown, about a mile and a half above Caledonia, on the edge of Bennett's Branch. The facilities for mining the iron ore, coal and limestone in this neighborhood are certainly considerable; and these minerals lie, all of them, convenient to an ample water power, which might be derived either from Bennett's Branch or Laurel run; affording a fall of fifty feet, and water enough for extensive iron works."

Since Professor Rogers' examination (in 1841,) numerous other openings of coal, iron ore, and limestone have been made, extending westwardly in the direction of Ridgway, on Trout run, at Roselay Summit, and at St. Mary's. Caledonia lies six miles southwest of the mouth of Trout run, directly on the route of the line to connect with the Allegheny Valley railroad. This coal basin, Professor Rogers describes as running in a southwestern direction into the general basin of the western counties. Speaking of the Allegheny series, he says: "We come now to the first workable coal seam of the Allegheny series, and one of the most important and widely extended, beneath the Pittsburg or Monongahela groups. This bed affords a remarkably rich, compact, and inflamable coal. This coal seam has been traced through the eastern part of Armstrong county. It is opened more extensively in Allegheny, Wayne, and Red Bank townships, than elsewhere." If, then, amongst the numerous coal deposits along the line of the Sunbury and Erie railroad, none prove to be as valuable for gas purposes as the most approved Pittsburg coal; that coal is found to extend northwardly along the line of the Allegheny Valley railroad, some eighty miles in the direction of the Sunbury and Erie road.

But among the immediately productive sources of income to the people of the State and the company, we must not overlook the numerous and rich oil-wells lately opened with such marvellous success, every one of which is said to furnish more and a better article of oil than a New England whaler will bring home after a two years' expensive and perilous cruise.—These wells, as the newspapers inform us, from time to time, are multiplying rapidly, while the product they yield finds a ready and remunerative market. The nearest railway passing this promising region is the Sunbury and Erie.

We need not mention that, in its eastern and western portions, the line runs through an uninterrupted chain of rich farms and industrial establishments, furnaces, forges, collieries, saw and flour mills, quarries, and ore-mines, extending far into the land, while numerous branch roads, partly finished, partly under construction, will pour the products of the more distant portions of our own State, and of adjoining States, through the Sunbury and Erie, into the lap of Philadelphia.

The connections already completed with the Sunbury and Erie railroad are as follows:

1. The Northern Central, connecting at Sunbury, forming, as above stated, a direct communication with Baltimore, and also with Philadelphia, by two routes, one by the Pennsylvania Central, the other by the Lebanon Valley and Reading roads.

2. The Philadelphia and Sunbury, connecting at Sunbury, and penetrating the heart of the anthracite coal deposits of the middle or central basin, recently extended through the Minehill road to the Reading railroad.

3. Bloomsburg and Lackawanna, connecting at Northumberland and extending to the valley of Wyoming.

4. The Catawissa, connecting at Milton, 12 miles above Sunbury, forming a direct line to the city of New York, and a third and direct route to Philadelphia, by the Little Schuylkill and Reading roads.

5. The Williamsport and Elmira, connecting at Williamsport, 40 miles above Sunbury, forming a direct line to Buffalo and Niagara Falls, and crossing the New York and Erie at Elmira, and the New York Central at Canandaigua, distributing points on the lines of those two roads.

6. The Lake Shore road, connecting at Erie, communicating with all the principal cities of the great Northwestern lakes.

Besides the connections already formed, others will be made as follows:

7. The Tyrone and Lock Haven, 53 miles in length, to connect at Lock Haven, 26 miles west of Williamsport, passing through the rich mineral deposits of Centre county, and connecting with the Pennsylvania road at Tyrone. This road will be completed during the present year

8. Three coal roads, finished and stocked, to connect at Farrandsville and Lock Haven.—These roads extend to the bituminous coal beds of the Tangascootack.

9. The Allegheny Valley road, to connect at or east of Ridgway, communicating directly with Pittsburg and the valley of the Ohio, and forming a new and favorable route from Pittsburg to Philadelphia.

10. The Venango road, to connect at or west of Ridgway, forming with its connections an air line through the richest parts of Ohio, Indiana and Illinois, to Council Bluffs, on the Missouri.

Several other roads have been projected and chartered, to connect at different points on the line, some of which are already in progress of construction.

It is impossible to estimate the value of the immense trade which these various connections must pour upon the Sunbury and Erie road, the great trunk line from the harbor of Erie to the Valley of the Susquehanna.

To fully appreciate the significance of the Sunbury and Erie road, we have yet to consider the effects it will have upon landed property, its value, and upon the revenues of the State. To exhibit the deliberately formed views on this subject of the more intelligent of Pennsylvania legislators, we extract the following interesting passages from the official report of the Committee of Ways and Means of the Pennsylvania House of Representatives, recommending the enactment of the bill for the sale of the canals. Speaking of the wild but cultivable region in the Northwestern portion of our State, and the effect which will be produced upon it by the completion of the Sunbury and Erie road, the report says:

"Such a result would be hailed by the people of Pennsylvania as the commencement of a new and glorious era in the prosperity of their State. The undeveloped and neglected *wealth of more than fourteen thousand square miles* of our territory, awaits in the silence almost of an Arabian desert, a highway to the markets of the world. Between the Pennsylvania railroad and the New York line, taking Ridgway as a centre, there is an area at least equal to 120 miles square, within which not one mile of railroad has been laid, and a very large proportion of this immense region is underlaid with bituminous coal and iron ore, its surface is covered with vast forests of valuable timber, and the soil, when cleared, susceptible of a high degree of cultivation.

"Here then is presented an area of 9,216,000 acres, comprising about one-third of the entire State, and abounding in wealth beyond computation, to be improved and developed by the Sunbury and Erie railroad and its tribut