

The Pacific Railroad.

Already several propositions have been submitted in Congress, with reference to a great highway to the Pacific. That by Senator Seward is evidently the result of much reflection, and combines many meritorious features. Its leading provisions may be stated in substance as follows:

It throws open the building of the road to any Company that may be chartered by any State; and it stipulates for sealed proposals from all such, and proposes to give the construction to the Company that will build the work for the least sum in the way of aid from the government—such aid to be afforded in five per cent stock, redeemable after twenty years at the pleasure of the Government—the Company to own and manage the road under certain conditions. These are:—

1st. That the Government may take possession of it at any time, by paying the Company its expenditure upon the road, with ten per cent interest on the investment; and 2d. That Congress may control the fares so far as to keep the net income down to 10 per cent; 3d. That the rates for the transportation of the mails, and of troops, military stores, and other things for the Government, shall be established by the Secretary of War.

3. The Company undertaking the construction of the road, are to lodge five millions of dollars in the hands of the Government, in the form of State or Government stocks, by way of security for the fulfillment of its contract.

4. The road is to be built north of the parallel of 40°—to be commenced within 18 months from the date of the contract for its construction and to be completed, equipped, and put in operation within five years.

5. The Company is to be bound to expend a million of dollars on the road at the start, before receiving any portion of its bonus. It is then to be entitled to such a proportion of the entire sum the Government proposes to furnish, as its own expenditure bears to the contemplated cost of the entire road. In other words, Government will pay no farther than the Company. The expenditure of each will go along pari passu.

6. The various stations are to be fixed upon by the Secretary of War, and the village and city plots to be laid off and thrown open to public competition. All lands lying within six miles of the road are to be advanced to \$2 60 per acre, and all lying beyond that limit and within 12 miles are to be fixed at \$1 37 1/2. These are the main features of the plan.

This plan, according to the New York Tribune, avoids the mischief that would result from making the company constructing the road the owners of the only valuable land along its route. It distinguishes all monopoly features of an offensive character, and yet it confers every power necessary to the full and complete achievement of the enterprise. The fact that Mr. Seward's bill makes no gigantic land monopoly of the company, but withholds the territory along which the road passes for actual settlers at fixed and moderate prices, is a most commendable and important feature of it. The bill thus offers a solution of two difficult points in the great railroad problem. It presents in the first place a plain method of building the road, without danger of committing the Government to untold expenditure, and in the second, it secures the road, without creating thereby a great land monopoly, to sit like an incubus upon the Continent. As respects the route, this must depend upon the bearing of the accumulating information from the various exploring parties, and the results of scientific surveys yet to be made.

The Erie Mob.

We notice that the attention of the House of Representatives at Washington has been called to the railroad mob at Erie, Pennsylvania. Mr. Hendricks, of Indiana, was of opinion that it was similar to an insurrection, and the mob should be put down and the railroad protected by the U. S. troops. Mr. Ritchie, of Pennsylvania, said that the matter was now before the Supreme Court of Pennsylvania, and the United States Circuit Court for the Western District of that State. These courts have ample jurisdiction. The gentleman from Indiana was entirely in error. The facts are simply these: The railroad passes through the county of Erie, and the company was authorized by law to build a road at a gauge of four feet eight inches. In defiance of this law, the company laid down a six feet gauge, and therefore was the aggressor. He understood the people of Erie as acting under legal advice, and there will not be the slightest difficulty in enforcing the decree of the court. The proceedings of the Indiana meeting were based upon an entire misapprehension. It was alleged that no particular gauge was mentioned in the railroad charter, and that the people of Erie were pursuing a phantom if they expected a decision in their favor on such a frivolous pretence. The subject was finally referred to the Committee on Military affairs.

Fight with a Deer on the Ice.

On Wednesday the 7th ult. about a quarter of a mile from the Astor House, while Master Chas. Cotton, son of Captain J. W. Cotton, was engaged in the healthy exhilarating exercise of skating on Fox River, he saw a good sized deer, with spreading antlers, lying on the ice, making desperate efforts to get up and run away. Charley quietly walked to his father's house, and took an axe went back to the scene of hostilities, put on his skates, and prepared for action. As he approached, the buck attempt to rise and pitch into him, but Charley returned charge with well directed strokes from his weapon. Once the exasperated animal succeeded in getting up, but after four or five heavy blows, the "stricken-deer" lay lifeless at his conqueror's feet, a noble trophy for a boy ten years of age to bear away from the field of conflict.—*Green Bay Advt.*

The Lehigh Register.

Allentown, Pa.

WEDNESDAY, JANUARY 11, 1856.

We are pleased to see that our friend Nelson Weiser, Esq., has been elected one of the transcribing clerks of the Senate. That body has secured in Mr. Weiser the services of a worthy and competent officer.

Bible Presentation.—On Sabbath next, during morning service by Rev. C. R. Keseler, a copy of the Holy Scriptures and Hymn Book, will be presented to the German Reformed Congregation for sanctuary use. The presentation will take place previous to the sermon.

Revenue of Lehigh County.

The amount of Revenue paid by the citizens of Lehigh county, into the State Treasury, during the financial year, commencing on the 1st day of December, 1852, and ending on the 30th day of November, 1853, according to an extract from the Auditor General's Report, is as follows:—

Tax on Lehigh Crane Iron Company,	\$600 00
do do Allentown Iron,	300 00
do do Lehigh Water Gap Bridge,	20 00
do do Lehigh Bridge Co. at Bethlehem,	27 65
do do Sieglried Bridge Company,	132 00
Tax on Real and Personal Estate,	\$27,781 21
do do Tavern Licenses,	1,318 28
do do Retailers' Licenses,	1,495 28
do do Theatre, Circus & Menag. Lic.	95 00
do do Distillery and Brewery Licenses,	62 23
do do Patent and Beer Houses,	71 25
do do Patent Medicine Licenses,	4 75
do do Pamphlet Laws,	8 91
do do Tax on Wills, Deeds, &c.,	342 66
do do Collateral Inheritance tax,	353 51
do do Danowsky Gas Company,	10 00
do do Lehigh Valley Railroad Co.,	10 00
do do Allentown Railroad Comp.,	100 00
Total,	\$32,748 61

Payments to Lehigh County:	
do do Pensions and Gratuities,	58 09
do do Common Schools,	3,496 64
do do Abatement of State tax,	1,347 73
do do Mercantile Appraisers,	6 36
Total,	\$5,498 82

New Boot and Shoe Establishment.—Messrs. HECKMAN and WITTY, two enterprising young mechanics have taken the Store, No. 9, East Hamilton street, in this Borough, where they keep a full assortment of Boots and Ladies Shoes, made up of the best material that can be procured. They both rank among the best mechanics in their branch in the Borough, one on Gentlemen and the other on Ladies' work. Their work is made up under their immediate supervision, so that none but the best materials, and the best workmen can find employment in their establishment. They are both young beginners and as such invite the citizens of Allentown and vicinity to give them a call.

Lesson on Advertising.

If you wish to sell more goods this year than you ever did before, advertise more. The unparalleled success of those merchant and traders who have kept their names and goods before the people, is a lesson not to be disregarded by any one who depends upon public patronage for a living. The best customers are those who find out what they want before they leave home, and these are the ones who invariably look in the newspaper to see where the articles to be found. The weekly newspaper is the established medium of exchange between mind and mind in regard to nearly all the means of life, and its usefulness is extending among all classes with astounding rapidity. Every body reads the newspaper, from the millionaire over his coffee to the African who has just polished his honor's boots—and no part of the paper gives so fresh, varied and comprehensive pictures of the towns and the age as the advertisements.

The Canadas.

No portion of this continent is making more marked and rapid progress at the present time, than the western section of Canada. We are surprised at the rapid growth of the western States and cities of the American Union. And yet since the year 1800, the growth of Canada West has been nearly three times that of the United States. In the last fifty years, the increase of the States, according to the best authorities, has been about 400 per cent. But during the forty years, between 1811 and 1851, the increase of Upper Canada was upwards of 1100 per cent. Take even the three great States of the West—Ohio, Michigan and Illinois, and compare them with Canada West, for the past twenty years, and great as has been their growth, our Canadian neighbors exceed their increase during the same period, by the large ratio of 55 per cent. This immense increase in western Canada, is not confined either to the cities or the rural districts. It is a general movement, and there are potent causes in operation which will accelerate the growth for the next decade. The increase of the city of Toronto, when compared with the cities in the States, is found to exceed that of Boston, New York, St. Louis, and Cincinnati.

Silver Change.—The friends of a hard money currency, and the public generally, will be glad to learn that the Mint has fully overcome the complaint among small dealers of a want of the silver change. There is now lying at the Mint in Philadelphia, subject to call of all who may desire it, over one million of dollars in silver coins. This coin is given out, not as formerly, only in exchange for silver bullion, but in exchange for gold.

Wear and Tear of Bank Notes.—We see stated that the "Catskill Bank, in thirty years, with an average circulation of \$200,000, gained \$16,000, as this amount has not been returned in ten years." It does not spite the banks at all for persons to abuse and deface their notes. They rather like it.

Norristown & Allentown Railroad.

Pursuant to public notice a meeting of the citizens of Allentown, Lehigh County, was held on the evening of the 4th inst. at the public house of John Y. Bechtel, which was organized by calling the Hon. HENRY KING, Esq., Secretary, and appointing JESSE M. LANE, Esq., Chairman.

The object of the meeting having been stated by the chairman, it was moved that a committee of five be appointed to prepare a series of resolutions, expressing the sense of the meeting on the subject of the proposed road. Whereupon the chairman appointed Robert E. Wright, Christian Preitz, E. D. Leisenring, L. E. Corson and H. C. Longnecker, who after conferring together presented the following, which were unanimously adopted.

Whereas in the opinion of this meeting, an early and practical connection by rail road between this point on the Lehigh river and the city Philadelphia has become absolutely necessary, not only for the welfare of this section of country, but also for the purpose of securing to our own commercial metropolis the immense amount of trade of the Lehigh, the Upper Susquehanna, and the Upper Schuylkill valleys, with their various connexions and dependencies, therefore

Resolved.—That with a full knowledge of all projects now before the public for the purpose of effecting this connection, it is our unanimous and most decided opinion that the route recently surveyed via Norristown through Leibern's Gap is the only one which can by any possibility produce all the desired results. That the ease with which it can be constructed, its few and unimportant summits, its light grades and easy curvatures, the short distance between the points which require to be connected, and its course through a country so thickly settled and abounding in mineral and agricultural wealth, and studded with mills, furnaces and manufactories, present a combination of advantages rarely met with in this country.

Resolved.—That inasmuch as the coal, the iron and lime-tents of all the other products of the country north of this point (as the various surveys and reports before the public most clearly show) are near 9 miles nearer Philadelphia and can reach that city over immensely lighter grades and easier curvatures by the Norristown route, than by the road now in process of construction by the North Pennsylvania Rail Road Company, we are clearly of the opinion that the proposed route is the only one that can state the benefits which they have hitherto enjoyed.

Resolved.—That we respectfully but earnestly invite our Philadelphia friends (with whom we have been so long and intimately connected, and to whom our feelings and interests naturally incline) to examine for themselves the map of this State and the location of the roads trade north and west of this point on the Lehigh (soon by roads in process of construction to be concentrated here) be permitted to pass this bend in the Lehigh and thus diverge to its direct Philadelphia course towards New York, is there not great reason to apprehend that, urged forward as it will be by the competition between the four great avenues of trade that lead to New York from the Pennsylvania line) it will leave Philadelphia forever.

Resolved.—That we call on each and every one of our townsmen, and on our fellow citizens along the line of the proposed route, and the roads with which it connects above and below us, to unite most heartily in the support of a project which not only promises an ample return for all investments, but which will also benefit most materially every farmer, manufacturer, landholder artisan and business man around or near it.

Resolved.—That these proceedings be published in the "Daily Register" in Philadelphia and in the papers in Lehigh, Carbon and Montgomery counties. HENRY KING, Chairman. J. M. LINC, Secretary.

The Tariff.—It is stated that the bill amending the tariff act, in accordance with the suggestions made by the Secretary of the Treasury in his annual report, has been already framed, and will probably be reported by the Committee of Ways and Means of the House in a very few days. It is also said that the Secretary's recommendations are in no way departed from in settling the principles of the bill, and that the statement that large and important additions have been made to the free list, is not true.

Postmasters.—Postmasters, who take no interest in the circulation of County Papers, because they pass through the post-office in the county where published free of postage, neglect their own interests. For every county paper they deliver to the subscribers they are entitled to receive ten and one half cents per year of the postage funds. The commission on foreign papers do not overrate more than from six to eight cents a year, and is attended with trouble and loss of time of keeping accounts, etc. We hope postmasters will think of this, and encourage their own county papers for their own interests no less than that of the publisher.

The Difference.—At the beginning of our Government, in 1789, says the *Intelligencer*, of Washington, it was more than a month after the appointed day before a quorum of members of Congress reached New York to put the machinery of Government in operation. The rapidity with which men can now travel by steam and rail enables a majority of the members to reach the seat of Government in two days travel; while the California members can reach it in less than a month, and with as much punctuality as if they resided only one hundred miles distant. The fact is, the different parts of the Republic are now nearer to each other, in time, than were the original States in 1789.

Fruitful.—John Heed, of Solisbury township Bucks county, has a sow that gave birth in nine about two weeks ago. Is there another in the county of State that can equal this!

The Annual Message of Gov. Bigler.

An Abstract.

The Annual Message of Governor Bigler occupies a neat pamphlet of twenty-one pages. Its leading points may be summed up as follows:

The Treasury.—The receipts for the year 1853, exclusive of loans, and including the balance on the 1st of December, 1852, amounted to the sum of \$5,952,474.

The payments, exclusive of loans and other extraordinary expenditures, amounted to \$4,134,048.

Of this excess, there was paid to the Commissioners of the Sinking Fund, \$505,057.

The Estimates.—The receipts for 1854, including the balance in the Treasury, are estimated at \$5,846,417.

The expenditures for the same period, including \$250,000 for the old debts, and \$300,000 for the Sinking Fund, are estimated at \$4,500,000.

Balance in the Treasury, December 1st, 1851—\$1,340,417.

Deduct from this \$425,000, to pay the February interest, and we have a surplus of \$700,000.

The State Debt.—The total amount of the funded debt at this time, is given at \$40,272,235.

New Improvements.—During the years of 1851 and 1852, appropriations and payments for various improvements were made, to the amount of \$2,143,915.

The Governor says that he cannot give his assent to any new schemes of improvement by the State, until the public debt is sufficiently liquidated to relieve the people from taxation.

The Public Works.—The aggregate amount of any former year, and the gross receipts amount, but \$35,683, over the receipts of 1852. This slight increase is attributed to a reduction in the rates of tolls.

The Allegheny Postage Railroad.—The condition of affairs on this road is entirely unsatisfactory.

The Inclined Planes.—The work on the railroad to avoid the inclined planes on the Allegheny mountains, has not progressed as rapidly as had been anticipated. It is the opinion of the engineer, however, as will appear on reference to his report, that should the necessary means be promptly furnished, the entire line could be completed during the coming year.

The grading for four miles, and the cost of this balance, together with the expenses of laying down a single track, is estimated at six hundred and five thousand dollars, in addition to the value of the old track.

The North Branch Canal.—The estimated cost of completing the North Branch canal, was \$772,000. One million of dollars has since been paid, and a sum exceeding one hundred and fifty thousand dollars is still required to pay for its completion.

The Junction Canal.—The Junction canal, extending from the New York line to Elmira, will be ready for business during the present month, and the State work from Putnam to the dam at Athens, a distance of ninety-three miles, has been completed. The only unfinished part of a space of about two and a half miles.

The Sale of the Public Works.—The Gov. takes ground against the sale of the works, and says: "For the years 1852 and '53, the net receipts may be put down as equal to the annual interest upon about fifteen millions of the public debt; and I am inclined to believe that, without any increase of trade, except on the North Branch, the net profits for the ensuing year may be estimated at a sum equal to the interest on seventeen or eighteen millions of the debt, and that the completion of the road over the mountains, or relief in some other way, from the leeching demands of that portion of our improvements, will see the net revenues, from this source, swelled to a sum equal to the interest upon twenty-two millions of the State bonds."

Labor and Materials.—The policy of cash payments for labor and materials, is earnestly urged.

Omni-bus Legislation.—Its demoralizing influence is marked and admitted on all hands, and imperiously demands an efficient remedy. That the present General Assembly may be distinguished and blessed for applying the axe at the root of the evil, and marking the era of its final termination, is the hope of the Governor.

Special and Local Legislation.—This is also earnestly protested against. Special acts should in no instance be passed, where the object can be reached under general laws.

Election Houses.—The power to designate these should be confined to the Commissioners of the Counties.

Plank Roads.—These should be authorized by some general law.

Special Advantages.—The Governor has declined to approve any act on this subject, where the corporations were not made liable in their individual estates for the debts of the corporation.

The Erie Railroad Trouble.—The Governor recapitulates the facts of the case, and says:—"It must be clear to the impartial observer, that the Legislature never intended, by any previous act, to authorize the construction of a Railroad between the city of Erie and the Ohio line. Indeed, the highest judicial tribunal in the State has expressed the opinion, that no such authority can be found in the charter of the Franklin Canal Company; and, in my opinion, the grant should hereafter be made on such conditions only, as will protect and advance the interests of the people of Pennsylvania, so far as they may be involved in the subject. It so happens that Pennsylvania holds the key to this important link of connexion between the East and West, and I most unhesitatingly say, that where no principle of amity or commerce is to be violated, it is the right and duty of the State to turn her natural advantages to the promotion of the views and welfare of her own people. It may be said that a restriction that would require a break of railroad gauge at the harbor of Erie, would be the use of an illiberal principle. The answer is, that the necessity for a break of gauge between the Ohio line and the seaboard exists, as a consequence of a difference in the width of the New York and Ohio roads. The only question to settle, therefore, relates to the point at which it should occur. I have been able to discover no

reasons, founded in public policy, why the break should be fixed at Buffalo, that do not apply with equal force in favor of Erie. Tonnage and passengers at the former city."

Subscriptions to Railroads.—The Governor says: "Viewed in every aspect, as a mere question of expediency, the experiments already made would seem to weigh heavily against the policy of such subscriptions; indeed, I have no hesitation in saying that the aversion I have always entertained towards this principle, and especially its extension to counties, has been greatly strengthened by this experience; and we should now, in lesson and avoid the practice in the future."

The Relief Issues.—The amount still in existence is \$528,351.

Small Notes.—A gradual withdrawal of this description of paper is recommended.

Agriculture.—An Agricultural College is suggested.

The Philadelphia Navy Yard.—The Governor complains that the Navy Yard of Philadelphia has been neglected by the United States, and expresses a hope that for the future it will receive a due share of the National patronage.

Consolidation.—The Governor does not express an opinion on the policy of the measure, but says that it involves vast considerations, and hopes that it will be discussed accordingly.

The State Loans.—A consolidation into three or four classes is suggested.

The Fiscal Year.—It should commence, the Governor thinks, on the 1st of December.

The Laws.—Each should be passed in a separate Bill, and all of a public nature should be general in their character, and applied to the entire State.

Railroad Accidents.—The necessity of more specific laws on the subject is urged.

Education and Benevolence.—All our Educational, Benevolent and Charitable Institutions, especially the State Lunatic Asylum, the House of Refuge, are particularly commended to the attention of the Legislature.

The Common Schools.—These are in a highly flourishing condition.

Monument in Independence Square.—There are still four States wanting to the nine necessary to signify their assent to the enterprise. The Governor warmly recommends the undertaking and says that if the founders of the Republic deserve not a monument, then all others have been erected in vain.

Gas and Gas Works.—On Wednesday evening last, for the first time, a number of our principal places of business and dwellings in Bethlehem, were illuminated by gas light, that for brilliancy and beauty cannot be surpassed by any.

The works are small, yet sufficiently large to supply the demand. The Gasometer holds about 7000 cubic feet. The Gas is furnished by the Company at \$4 per thousand cubic feet, with a deduction of 10 per cent, for cash payment, reducing it to \$3.60, which, with moderate and economical use, will be found a cheaper and far better light than can be produced with oil, tallow, candles or fluid.

Mr. Cressen of Philadelphia was the Engineer, and the plans and drafts were prepared by him. The iron work was put up by Messrs. Van Cleave, McKean, Dripps & Co., of Trenton, N. J. The building committee of the Company are Messrs. C. A. Luckenbach, A. W. Raulley and Dr. Wm. superintendence of the Chairman of the Committee. Mr. C. A. Luckenbach.

The remarkable promptness with which the stock was subscribed, and the works erected, and the excellent quality of gas produced from the very first start, is another evidence of the enterprising spirit of Bethlehem. The cost of the works is about \$18,000—certainly not over \$20,000.—*Lehigh Valley Times.*

Extensive Fire in New York.—Metropolitan Hall and La Farge Hotel in ruins. New York was again visited by another most destructive conflagration, on Saturday morning. The burning of Metropolitan Hall, and in the course of two hours, that immense edifice, together with the new hotel known as the La Farge House was in ruins.

Next to the St. Nicholas it probably cost more to construct the La Farge House than any other hotel in the city. The front of it was built of marble, had just been finished, and was to be opened for the reception of the public the first of next month. The extent of loss could not of course be ascertained at the late hour at which this was written; but full details will be given.

Saint Paul.—A scene in the streets of St. Paul's is thus described by the author of "Minnesota and its Resources":—"Amid the busy crowd may be seen the courteous and sociable Governor, conversing freely with his fellow-citizens, or politely receiving General A., Colonel B., or some other distinguished personage just arrived. Close by the side of his excellency, a Dakota, as boldly, and quite as independent as the greatest monarch on earth. He is attired in a red and white blanket, with his leggings and moccasins fantastically ornamented with ribbons, feathers, beads, etc., while his long, braided hair is adorned with a number of ribbons and quills, his face is painted with a variety of colors, giving him a most frightful appearance. In this hands he carries a gun, hatchet, and pipe. As the noble felletio in his form, a feeling of admiration involuntarily fills the stranger's mind. He pronounces the Indian warrior the lion of the multitude, and is forced to respect his savage nature. The eye follows him along till he joins, perhaps, a company of his own tribe, some of whom are quietly regaling themselves at the end of a long bench canoe. Now the astonished gazer beholds a group of dark-eyed squaws, some carrying their heavy burdens, others with papposes on their backs, with their bare heads sticking above a dirty blanket. The little things may be sleeping heads dangle about as though their necks would break at every step. They sleep on, however, nor heed the scorching rays of the sun shining in their faces."

Proceedings in Harrisburg.

January 3.—10 P. M.—The Democratic members of the Senate met in caucus this evening but failed, after three ballots, to nominate a candidate for Chief Clerk. The vote for Clerk is reported to have stood—For Maguire, 9; Barrett, 7; Patrick, 2. The following nominations for other officers were made:

Assistant Clerk—Henry Pettibone, of Luzerne. Transcribing Clerks—A. L. Henneschoz, of Berks; Nelson Weiser, of Lehigh; William H. Blair, of Centre, and Samuel Sichelty of Dauphin. Sergeant at Arms—William B. Cummings, of Westmoreland.

Doorkeeper—Wm. Allinger, of Berks. Assistant Doorkeeper—Wm. Ralston, of Armstrong. Messenger—Henry Mendle.

Assistant Sergeant at Arms—Daniel Von Neida, of Philadelphia, Wm. P. Brady, of Dauphin. The Democratic members of the House in caucus to-night made the following nominations:

Sergeant at Arms—Cap. J. Hemphries. Doorkeeper—J. J. Horn. Messenger—Wm. M. Barren. The Governor's Message will be delivered tomorrow, at 12 o'clock.

The members of the two Houses of the Legislature held caucuses last evening, in the various committee rooms, for the purpose of nominating officers of the two Houses to be voted for today.

Gen. Maxwell McCaslin, of Fayette, was unanimously nominated on the part of the Democrats of the Senate, for Speaker of that body. The Democratic members of the House had two ballots for a candidate for Speaker, when on the second ballot, E. B. Chase, of Susquehanna, was nominated.

The following are the ballots: First. Second. J. R. Struthers, of Carbon, 33 33 E. B. Chase of Susquehanna, 31 34 Scattering, 4

The Democrats made no further nominations. Another Caucus will be held to-night for Clark, &c.

The Whigs of both Houses met in Caucus, but adjourned until this morning at 10 o'clock, without making any nominations. Mr. Strong presented a bill for the sale of the Public Works.

CLEANINGS.

The population of the Territory of Oregon is stated to be 40,000.

A male slave, 24 years old, sold at Clarksville, Va., last week, for \$1500, and another, a female, 18 years old, for \$1030.

The Harrisburg cotton mills made, during the month ending Dec. 17th, 56,835 yards of cotton cloth.

Five dollars per hour were charged for sleighs on New Year's day in New York city.

In ten counties of Pennsylvania there are 263 iron works, and over \$1,000,000 of fixed capital employed in the manufacture.

The total amount of anthracite coal sent to market from the Pennsylvania coal region since 1830 is 43,831,799 tons.

Santa Anna has submitted to the people of Mexico, the question of his becoming hereditary Emperor, with the title of Antonio I.

The chills and fever has become so violent at Stockton, Cal., as to assume the character of an epidemic, one hundred and forty cases having been reported in one day.

Snow Twenty Feet Deep.—A merchant of Boston who resides in Lynn, informs the Transcript that he reached Boston by private conveyance last Friday, as the trains did not run upon the railways. He reports an immense body of snow in the deep cuts upon the Salem Turnpike. In many places in North Chelsea, the snow is full twenty feet deep, for a distance of forty rods.—The citizens of the town had turned out to break open the path.

Kassuth gone to Turkey.—We learn from private sources, entitled to credit, that Gov. Kassuth left London for Constantinople on the 23d of December. Of course he would not have taken this step without an intimation from the Sultan that his presence there would be welcome.

A Good Speculation.—The shares of the North Kentucky Cattle Importing Company are \$100 each. The Paris Citizen says the Company were to declare a dividend on the 3d inst., of \$228.88 on each share, after paying all expenses.

Cows Holding up their Milk.—It is well known that many cows, when they first come in, will hold up their milk, sometimes to such a degree us to almost dry themselves before they will give it down.

"A few years ago," writes a correspondent of an English newspaper, I bought a young cow, which proved to be very wild, and when I took her first calf, she would not give down her milk. I had heard it remarked that putting a weight on the cow's back would make her give down her milk. I accordingly drove her into a stable, got a bushel of grain and put it on her back. While in this position, she had no power to hold up her milk, for it came down freely. After doing this a few times, and afterward putting my hand on the back of the cow, it would give away, and she would immediately give down her milk.

The rationale of this treatment appears to be that the weight counteracts the upward tendency of the animal's muscular power.

Bribery.—The New Berlin Times, of last week says that true bills of indictment were found against Israel Gutelius, John Gunday and Isaac Eyer for bribery and attempted bribery in the signing of the Railroad bonds.

A New Beyond Practice.—The Price for neglecting to clear snow off of one's sidewalk, in New Bedford, is one dollar. The owner or occupant of the land adjoining the sidewalk, is required to perform this public service, and where it is neglected, the corporation takes up the shovel, does the work, and sends an officer with a bill of the expense.

Cooled off his legs.—We learn that on Tuesday night last, a man employed at Kautz & King's section of the Lehigh Valley Rail Road, while under the influence of the "orient," at Reconnanburg, fell asleep on the banks of the Canal, and was so badly frozen, that amputation of both his legs became necessary.—L. V. Times.