

**CATAWISSA, WILLIAMSPORT AND ELMIRA RAILROAD**

*Report of the President to the Managers of the Catawissa, Williamsport, and Erie Railroad Company.*

GENTLEMEN:—In compliance with a request of the former Board of Managers, I have, for some weeks devoted considerable attention and time to a careful examination of the history and present position of the Catawissa, Williamsport, and Erie Road.

The books and accounts have also been carefully examined, and by the aid of our Treasurer, William R. Fisher, I am now able to lay before the stockholders and the public, a statement of the exact financial position of the Company.

The results of the investigation, have been, in all respects, of the most satisfactory character. The road is in excellent working order; and the credit of the Company is now amply sufficient for the purchase of all the machinery and material, and for the economical management of its business. Its debts along the line of the road have all been promptly discharged, and the pay-rolls brought up in cash, to the first of the present month.

The past indebtedness of the Company has been funded, with the exception of about sixty thousand dollars, which is not required to be paid for a year, and for which there are bonds in the hands of the treasurer, amply sufficient to guarantee the amount at maturity. The coupons and other obligations of the Company are all now promptly met, and the present trade of the road ensures beyond a doubt their punctual payment for the future.

The receipts of last month were over thirty thousand dollars, besides the proportion due to connecting roads led by the Catawissa Company, and there is every reason to believe that the average monthly income, for the ensuing year, will considerably exceed that sum. It will be seen by the statement presented below, that even at this rate, the net earnings of the Company will pay the interest on all its outstanding bonds, leaving a surplus to the stockholders; and with the calculated increase in the trade of the road, which the machinery and furniture, contracted for, will admit of, the stock of this Company ought in a year's time to take its place among the regular dividend paying investments of the country.

Owing to the enormous sacrifices and losses incurred by the first promoters and contractors of the road, the present stockholders have more than adequate representation of the par value of their securities, as the actual cost of the work was greater than the whole stock and bonds of the Company. The bonds were all taken at par by the contractors, and negotiated at very little sacrifice, several years ago, through leading capitalists of New York.

Finally, although the parties who purchased the old road obtained it for a mere nominal consideration, after the expenditure in cash of nearly a million and a half of dollars by the first promoters of the enterprise, yet they have all suffered heavy losses in its subsequent construction.

In order to explain and establish the above statements, I present to you, in as clear and comprehensive a manner as possible, an outline of the history of this Road from the commencement, the original objects of its promoters, and the various changes which have resulted in its present completion and prosperity.

The materials for this narrative may be found principally in the copious legislation which accompanied the earlier stages of the enterprise, as well as in the different reports of engineers and others who, from time to time, superintended the work. But much has been gathered from personal intercourse with those who, from the first, have been identified with its history, and have faithfully stood by it through its long career of difficulty and misfortune. Among these it is proper here to mention pre-eminently the name of Joseph Paxton, of Catawissa, to whom it will be necessary to allude, and whose interesting letter, appended to this report, sets the authority for many of its statements.

I have also drawn freely on the accompanying reports of Major Morell and Mr. Shafer, for the facts to which they respectively allude, with reference to the present condition of the road, and the value of the property belonging to the company.

In the year 1827, the Legislature of Pennsylvania authorized the survey of a railroad to connect Philadelphia with the waters of the North Branch of the Susquehanna, the public mind not having then grasped the grand idea of its extension to those vast inland seas which are now the main channel of the commerce of the far West.

Yet, from the report of the engineer appointed to make this survey, he appears to have fully realized the magnitude and importance of the local trade which the Catawissa route would command; and for this reason he selected the site of the present road as the most eligible location for this connecting link between the Susquehanna and Delaware rivers.

No action appears to have been taken upon this report until the year 1831, when an act passed the Legislature, through the influence of Nicholas Biddle and Edward R. Biddle, of Philadelphia, and Col. Paxton, of Catawissa, incorporating "The Little Schuylkill and Susquehanna Railroad Company," with a capital of six thousand shares, the requisite portion of which was soon subscribed. The work was, however, delayed until the year 1836, when the funds were freely supplied by the Bank of the United States for its effective prosecution.

This all seems to have been mainly extended by the Bank in acknowledgment of the influence of Col. Paxton and the northern members of the Legislature in procuring the passage of the famous State charter; but was also owing in a great measure to the personal interest which the President, Nicholas Biddle, appears to have felt in the opening to Philadelphia of a northwest connection with the lakes, which he considered a matter of easy completion, if the difficulties on the mountainous eastern section were overcome.

From this time the original idea of the Little Schuylkill and Susquehanna road being a mere connection between the northern

and eastern canals of Pennsylvania, had grown into the magnificent project now realized, though destined to long delays and difficulties before its accomplishment, of uniting the great lakes with the Atlantic at this point.

The work of construction was pushed vigorously forward with the funds provided by the Bank of the United States, and other subscribers to the stock, and as these subscriptions were exhausted, further advances were made by the Bank, until its failure in 1851, when it was found that over eight hundred thousand dollars had been obtained by drafts on this institution alone, and six hundred thousand dollars from other sources.

In this way nearly a million and a half of dollars in cash had been expended, under the immediate direction of Col. Paxton, and we have his testimony, that owing to the low rates of labor and material, at that time, and also to the fact, those engaged in the construction lost heavily by their contracts, the same amount of work could not be accomplished at this time for two millions of dollars.

When it is considered that nearly all other railroads have been constructed by the proceeds of the sales of their bonds and stock at depreciated values, or by the contractors being obliged to take large proportions of them in payment for their work, which is generally even yet more expensive a method of construction—while the cost of this road had thus far been defrayed in cash, without any charge by Col. Paxton for his services—we can hardly consider his estimate of its comparative cheapness incorrect. This opinion has also been confirmed by the professional examinations of experienced engineers and contractors.

While this great work was thus rapidly progressing towards the North, another enterprise, even yet more bold in its projection, and more unfortunate in its earlier career—the New York and Erie Railroad—was stretching its slow length along the upper waters of the Delaware and Susquehanna, in order to meet the Pennsylvania connection at Elmira, and proceed from there in one continuous line, to the Lakes.

The financial embarrassments which followed the expansion and speculation of 1836, and which swept over the land like a whirlwind, leaving on every side its wrecks, even to this day, prostrated for years the New York and Erie company, and had it not been for the powerful aid of the Bank of the United States, would have entirely prevented the efficient progress of the Little Schuylkill and Susquehanna Road.

Even this support failed with the final fall of that great institution, and for years the whole enterprise seemed buried in the ruin and desolation which followed.

In the year 1852, however, a vigorous and successful effort was made to revive it, under the name of the Catawissa, Williamsport and Erie Railroad Company, and a strong party was formed, principally in New York, who subscribed two hundred thousand dollars more of the stock, and negotiated one million and a half of bonds at about their par value. This is the first and only mortgage on the real estate of the Company, and covers in the fullest manner the franchises and charter of the road; the mortgage being drawn with extraordinary caution and strictness, in order to invite English capital, which has, to a considerable extent, been invested in the bonds.

With these funds the work was completed, but as if some fatal hang over the enterprise, it was only finished by the universal loss of the contractors. Believing that a large fortune might be realized in its reconstruction, the attempt was made by too small a number; and before their success could introduce favorably the securities of the Company to the public, the pressure of 1853 and '54 again prostrated those engaged in the work. The stronger parties furnishing the capital, determined to hold on to their securities, and will doubtless ere long realize their investment; but those who were not able to do so have lost heavily, many ruinously, by their contracts. The road is, however, now completed, with a wider basis of operation, and a strong accession of new parties, it is believed to be placed beyond the reach of any future contingency.

A large amount of money has recently been permanently invested in the securities of the company, and as its real condition becomes more generally known, and the fact realized that all its bonds and stock are more than repaid in the property, these securities must, ere long, rise to their level in the market.

From this statement of the history and condition of the Catawissa Road, it will be seen that, so far as its cost and construction are concerned, it compares favorably with any similar road in the country; and it only remains to establish the advantages of its locality and its prospects for trade and travel.

The original object of its construction, the junction of the Northern and Eastern Canals of Pennsylvania, is now forgotten, and the idea of Nicholas Biddle fully realized, in the perfect connection of Philadelphia with the Lakes and the Northwest. It is in his day this was thought to be a grand and remunerative enterprise, in our time, when the trade of the Lakes surpasses every month their whole yearly traffic then, it surely cannot now be esteemed a less important thing to tap this vast inland commerce, and bear at least a small proportion of it to our own city. It is this trade, and the population and capital it builds up, which is thronging the streets of New York, and crowding its piers with vessels from every port in the world. Nor is there any apparent termination to its increase.

The great cities and States which are growing up in the far West, all find their cheapest outlet to the seaboard by the channel of the Lakes. Populated, as they are now being, with a rapidly which has no parallel, these new States are fast rivaling in wealth and importance the other communities of the eastern frontier, and are drawing from them rapidly and readily, the capital and vitality which were once all their own. It is a remarkable fact, that while for the last three years the wealth of the New England States, for instance, including the commercial manufacturing, and industrial classes, has not,

according to the best authorities, increased one dollar, the wealth, property and commerce of the States bordering on Lake Michigan, have all more than doubled in that time. Railroads have been constructed and are still in progress to every point on the Mississippi, and to all points beyond, which are likely to commend the produce and commerce of the interior; so that Iowa, Minnesota and Missouri have become tributary to the lake ports. The result is seen in the magical increase of their trade.

The mighty commercial commerce has flowed hitherto almost exclusively to New York; and her railroads and canals may be said to have monopolized it entirely. The city of Philadelphia is now as near in lineal distance to Buffalo as New York is, and the freight to either city to that port are precisely the same. It needs but a slight effort on the part of our mechanics to share in that commerce, and the advantages of returning trade and capital it brings in its train. To some extent even now we are realizing the benefits of the northwest connection, but not to a third that the facilities afford.

The Catawissa Road, however, has a local trade of its own, which would abundantly support it when fairly organized, were all the through trade and travel withdrawn. Passing directly through the iron district of Pennsylvania the furnaces and rolling mills afford a rich and increasing freight, while its proximity to the coal regions, brings back from the agricultural districts, in constant and increasing supplies, the provisions for the large communities dependent on the collieries for the means of support.

The lumber mills of Williamsport are among the finest in the world. The timber floated down from the rich pine regions of the West Branch of the Susquehanna, and its tributaries, is here received and prepared for market in larger quantities than at any other place in the country. Over forty millions of feet are annually produced in this neighborhood, and contracts have already been made for securing as much of this freight as the present facilities of the road will admit of. This one product of the forest furnishes a large share of the revenue of the New York and Erie Road, and will of itself constitute an important and remunerative business to the Catawissa Road hereafter. About nine miles east of Catawissa, and three miles of the road, the Columbia Coal and Iron Company, owning the vast deposits of the McCaskey Mountain, are vigorously at work in the opening of their collieries, and the completion of the connecting road. They estimate that in one year from that event, they will be able to furnish three hundred thousand tons of coal to the iron works of Danville and Bloomsburg, and the northern market, to which they are equally accessible with the Shamokin district.

The property of the Catawissa Company comprises 1200 acres of coal lands, estimated to contain over two millions of tons, which is very desirable to place, at an early date, in the way of development.

The Quakake Branch, extending from the Catawissa Summit to the Beaver Meadow Railroad, a distance of twelve miles, and already graded for the track, passes directly through this coal property, and, on this account, as well as in view of the vast importance of a New York connection, deserves immediate attention.

Were any mode devised for the early completion of this short branch, Elmira and the Lakes themselves would be brought by easier grades within ten miles of their distance to New York by the Erie Road; and the Pennsylvania chain of railroads would then share in the trade of that city to the great West, besides bearing the iron, coal, and lumber of our State directly to the New York market.

Another most important feeder will be the Sunbury and Erie Railroad, on its completion to the harbor of Erie, and the lines connecting with it westward at Ridgway, by Venango to Pennsylvania, and Warren in Ohio. It is impossible to estimate the vast trade and travel that will then form the shortest and best connections between the West and the Atlantic markets.

The condition of the Catawissa Road from its commencement about Tamaqua, to its termination at Millon, I believe, un surpassed by any in the country. The road, bred from its long exposure, has become perfectly hardened, and the tunnels and all the structures are of a substantial character. The bridges I have given orders to have decked and painted, as recommended in the report of Major Morell, and they are all under contract; one of them being nearly completed. A careful watchman is stationed at each bridge, and every precaution used to guard against fire or accident: the speed of the trains when crossing the bridges, has been reduced to eight miles per hour.

T. McKissock, the former superintendent, having resigned, I have appointed his excellent and industrious assistant, H. A. Fonda, to the principal charge of the road, and have had every reason to be satisfied, since his accession, with the promptness and despatch which have characterized his management.

The business of the road is steadily and largely increasing, and promises to continue to do so through the winter.

Owing to the fact that the funds for the construction of this road had really never been fully furnished, a debt of about two hundred thousand dollars hung over the Company, which damaged its credit and much embarrassed the economical working of the road. Through the exertions of its late able President, William D. Lewis, whose long and faithful services and unwavering devotion to the interest of the Company in its darkest hours cannot be too highly appreciated, this debt was in a great measure funded, by the creation of a Chattel Mortgage Loan of that amount by express legislation for the purpose.

The bonds of this loan not taken (about \$60,000) are still on hand, and will gradually be absorbed in the payment of the debt as required.

In order to meet the August interest, which had been provided for in the previous loan, and also to place a large amount of new machinery on the road for its immediate wants, the former board of managers, by my advice, authorized a further issue of ten per cent. bonds to the extent of \$150,000,

\$70,000 of which were at once subscribed in cash at par, and \$20,000 since negotiated at the same rate, in the purchase of rolling stock, not yet delivered. When the balance of this loan is taken, the company will be entirely out of debt, or nearly so as any corporation can well be while continuing active operations.

The economical working of the road having been much improved by the improved character of a portion of its machinery, I have ordered every engine, not in complete repair, to be overhauled and thoroughly refitted. The estimated expense of this renovation (about eighteen thousand dollars) has been charged off in the settlement of the old transportation account, and a special credit opened for this purpose.

The financial position of the company, on the 30th of August, may be thus stated:

Construction account, including Quakake Branch, coal lands, and the entire depot, water stations, engine houses, and all real estate of the Company, with all balance of interest, and expenses to that date, \$3,483,471 54  
 Locomotive engines and tenders, 123,980 25  
 Freight cars, 86,777 50  
 Passenger and baggage cars, 22,787 58  
 Telegraphs & rods, 5,000 00

By stock \$4,000,000  
 First mortgage 7 per cent. income bonds 7 per cent. mortgage \$122,500  
 Cash on hand, 192,500 00  
 Balance of bills payable, and all outstanding debts, less cash and other assets on hand, 108,016 87  
 \$3,722,016 87

It will be thus seen that the entire net floating debt of the Company, on the 30th of August, including all outstanding coupons to that date, was only \$108,016 87. To meet this they hold of their chattel mortgage, ten per cent. loan, \$77,500  
 Ten per cent. bonds, on hand, 80,000

Of the above \$108,016 87, \$60,000 is provided for the year by special credit, which enables the Company to carry the amount, at less than it would cost them if funded in their ten per cent. bonds, and at the present rate of absorption of these bonds it is believed that the debt will be extinguished before the expiration of that time.

The annual liabilities of the Company may be thus stated, viz:  
 Interest at 4 per cent. on 1st mortgage bonds, 1,500,000 \$105,000  
 Interest at 7 per cent. on income bonds, 221,200 15,505  
 Interest at 7 per cent. on bonds subscribed, 192,500 19,250  
 Interest on floating debt, say 10 per cent. as if funded, 108,016 10,802  
 \$150,557

The present business of the road may fairly be taken at \$300,000 per month, though it is believed that it will average through the ensuing year considerably over that sum. \$360,000  
 Operating expenses at 50 per cent., 180,000  
 \$180,000

Such is the result of our present actual business. But the road is absolutely in its infancy; owing to its financial embarrassments, it has hitherto had no opportunity to develop its powers, and the organizations of its trade and travel have all yet to be accomplished. The opening of the Bloomsburg and Lackawanna Road will pour into it a new and large revenue; and a New York connection, either by the Quakake Road or from the neighborhood of Tamaqua or Port Clinton, will certainly be completed at no distant day, which will almost double the business of the Catawissa Road.

It would hardly be proper to close this report without recording my deep sense of the obligation, which the present stockholders of this Company owe to the small band of faithful and self-sacrificing adherents, during its long and arduous career. Of Col. Paxton, who has been emphatically termed the father of the road, I have already spoken. For more than twenty years he stood, in company with Mr. Lewis, through evil and good report, by the side of this enterprise, and they have now the satisfaction of seeing its solid establishment and prosperity.

There are other names among its old contractors and friends which should also be mentioned here: men who cast a large portion of their private fortunes into the enterprise, and whose losses are now accruing to the benefit of the present holders of its securities.

Among these, Alexander S. Divan, of Elmira, and Francis N. Buck, of this city, should especially be named—together with one who, in this and other ways, has probably done more for the trade of Philadelphia, by his foresighted ability than any other of its citizens—the President of the Reading Railroad, John Tucker.

In conclusion, I would invite your attention to the accompanying report of Major Morell on the condition of the road, and to the other documents appended hereto.

Yours, very respectfully,  
 THOS. KIMBER, Jr., President.

PREACHING TO TERRIFY—The ministers who deal most in terrors, who preach doctrines which ought to make their flesh creep, and to turn their eyes into fountains of tears, are not generally distinguished by their spare forms and haggard countenances. They take the world as easily as people of a milder creed; and this does not show that they want sincerity or benevolence. It only shows how superficially men may believe in doctrines which they yet would shudder to relinquish. It shows how little the import of language, which is thundered from the lips, is comprehended and felt. I should not set down as hard-hearted a man whose appetite should be improved by preaching a sermon full of images and threatenings of a "bottomless hell." The best men are sometimes made after such effusions. This is only one example of the numberless contradictions of human life. Men are every day saying and doing, from the power of education, habit and imitation, which has no root whatever in their serious convictions.—*Exchange.*

**STAR OF THE NORTH.**

R. W. WEAVER, EDITOR.  
 Bloomsburg, Wednesday, Nov. 5, 1856.

ELLIS H. SCHUMBLER, ESQ.

We need not say to those who know us that we are no man-worshipers; but it is our pride to be just, and our highest pleasure to bear testimony to the true dignity and nobility of the human character. In the great battle for the unity of the Republic we have taken no time and felt no promptings to single out any champion for special praise; for every man in the great old phalanx as it moved on to victory seemed to us a hero.—But if any one of the champions did more than his share of service, and won more laurels than he could lay on the altar of the great cause, that man was the eloquent and gifted SCHUMBLER. In his fearless and dignified course he illustrated every attribute of ability and manliness that embles character. He threw down the gauntlet to the ablest leaders of the opposition; and, whether they stood or fled, he dispated their sophistries into thin air. He was truly a giant in this fray; and the Wilcoits, Grows and Kelleys were but playthings in his unimpeded path.

not the honor it can win by doing honor to so gallant a champion.

His speeches here closed the campaign for this county in a blaze of glory. After his powerful and sweeping charge on the opposition there was no longer an enemy against us in the field. We had nothing left for us to do but to measure the victory—to bury with decency and decorum the dead of the vanquished and annihilated antagonists.

During the speech of the day the ladies presented him with a splendid wreath which he accepted in a brief epilogue as beautiful and eloquent as human language could express. At the close of the meeting the following resolution was adopted amid the most enthusiastic acclamation:

Resolved, That the Democracy of Columbia County are under deep obligations to ELLIS H. SCHUMBLER, Esq., for his efficient aid in the great cause of the people, and that we hereby express to him our warmest thanks.

The Close of the War.

On last week the following Democratic meetings were held after the issue of our last paper:  
 On Tuesday evening at Jerseytown, which was addressed by R. W. Weaver.  
 On Wednesday afternoon at Slabtown and at Catawissa on Wednesday evening. Both these meetings were addressed by John G. Freeze.

On Wednesday evening at Millville, which was ably addressed by Wesley Wirt.  
 On Thursday evening at Millville. C. Wolf, presided, and the meeting was addressed for several hours by R. W. Weaver.  
 On Friday afternoon a large and spirited meeting was held at Rollasburg. Lewis Schuyler, Esq., presided, assisted by a large number of Vice Presidents and Secretaries. Quite a number of ladies were present. The meeting was addressed by Col. T. R. W. Weaver, John G. Freeze and Lewis Schuyler.

On Saturday afternoon a meeting was held in the Court-house, in this place. Peter Ent presided, George Scott, Jacob Evans, Jr., McReynolds, George Mack, Casper Rahn, Iram Derr, and Stephen H. Miller were Vice Presidents, and Wesley Wirt and Dr. H. W. McReynolds, Secretaries. The meeting was addressed for several hours by ELLIS H. SCHUMBLER, Esq., in his usual able and eloquent manner. In the evening he spoke again with argument and power such as only he can use.

Mr. Buckalew spoke last week at the following places:  
 On Monday evening, Oct. 27th, at the room of the Keystone Club, Philadelphia; on Tuesday evening, the 28th, at Bristol, Bucks county; Wednesday afternoon at Lahaska, in the same county, and on the evening of the same day at Lambertville, New Jersey; on Saturday afternoon at Alsace, Berks county, and on Saturday evening in Reading. He also spoke on Monday evening at Muncy, Lycoming co.

INDORSING NOTES—It is well said by a shrewd observer, that there were some things which every man has to learn for himself. It would seem as if the folly of indorsing what is called accommodation paper was one of them. Tens of thousands have been ruined in this way, yet tens of thousands still continue to practice it. Many who induce paper with impunity for years discover, at last, that they also, in spite of their assertions that they would never be losers by it, are brought to bankruptcy by it. Sir Walter Scott, who had gone on, from year to year, adding acre to acre, farm to farm, woke one morning to find himself ruined, through his indorsements on Constable's paper; and the rest of his life, shorn by excessive labor, had to be devoted not to carrying out the favorite dream of his ambition, but to liquidating the debts thus contracted. Even Barnum, whose name has become synonymous to shrewdness fell before this delusive habit.

THE ELECTION.

The following returns have been received: New Jersey, Delaware, and Pennsylvania, have gone for Buchanan. New York, Rhode Island and Connecticut for Fremont. Maryland for Fillmore.

In this county Buchanan will have 1500 majority.

BUCHANAN. FREMONT.  
 Bloom, 12 12  
 Scott, 70 70  
 Centre, 160 24  
 Catawissa, 133 18  
 Greenwood, 133 27  
 Jackson, 89 8  
 Mt. Pleasant, 98 50

The counties stand as follows:  
 Philadelphia, 5,000  
 Lancaster City, 1194  
 Union, 500  
 Montour, 500  
 Northumberland, 1,000

**TO THE TEACHERS OF COLUMBIA COUNTY.**

The annual examination of teachers for this county will be this year held somewhat later than last year, because it was found that but few teachers attended the public examinations and many came afterward for a private examination. Besides, the winter schools in most districts only begin in the middle of November or first of December, and teachers from other counties cannot be expected to visit the county on an examination long in advance of their opening.

The examinations should in every case where it is practicable be public, and the directors and citizens should be present. There are a thousand things at such an exercise which cannot be embraced in any certificate, but which the board should know when they select teachers. The presence of patrons at these examinations indicates such a wholesome interest in their schools as will secure fidelity to their trust in directors, teachers and children.

For the present it is only found necessary to make the appointments that an examination of teachers will take place at Orangeville, on Thursday the 6th day of November, at 9 o'clock, A. M. At Stillwater on Thursday the 6th of Nov. at 9 o'clock P. M.

At 9 o'clock A. M.  
 At Mainville on Thursday the 13th of Nov. at 9 o'clock A. M.  
 At Catawissa on Thursday the 13th of Nov. at 3 o'clock P. M.

The visitation of schools will commence immediately after these examinations so that teachers should attend at these appointments; for it is uncertain when I can afterward be found at my office. Directors should be careful to employ no teacher without a certificate, as several Boards have found unpleasant difficulties from not being watchful on this point.

THE TEACHERS' ASSOCIATION

Of Columbia county will meet at Bloomsburg on Wednesday morning the 5th of November.

The time is changed from what was contemplated at the last session of the Association, to secure the attendance of HENRY C. HICKOK, Esq., the Deputy State Superintendent, who will positively be present on the 5th, and to give chance for the arrival of all such teachers from other counties as expect to take schools in our county. By the time now fixed these teachers will be in this county.

In the evening of the 5th there will be a general educational meeting of teachers, citizens and directors at the Court-house in Bloomsburg, which all interested in the cause of education are invited to attend. It will be addressed by Mr. HICKOK and others—Teachers who attend the Association should have their time allowed them by the directors as not lost, for it will be well improved.

R. W. WEAVER,  
 Co. Superintendent.  
 Bloomsburg, Nov. 5th, 1855.

**PENNSYLVANIA LEGISLATURE.**

THE STATE SENATE.  
 1st Dist. Philadelphia City—Wm. A. Crabbe, Chas. B. Penrose\*

2d " Philadelphia Co.—N. B. Brown, Estlin Ingram and Richardson L. Wright\*

3d " Montgomery—Thomas P. Knox.  
 4th " Chester & Delaware—Jas. J. Lewis.  
 5th " Berks—John C. Evans.  
 6th " Bucks—Jonathan Ely.  
 7th " Lancaster and Lebanon—John W. Killinger and Jacob G. Shuman.

8th " Dauphin and Northumberland—David Taggart.  
 9th " Northampton and Lehigh—Joseph Laubach.  
 10th " Carbon, Monroe, Pike & Wayne—James H. Walton.

11th " Adams and Franklin—George P. Brewer.\*  
 12th " York—William H. Welsh.  
 13th " Cumberland & Perry—Henry Fatter.\*  
 14th " Centre, Lycoming, Clinton & Sullivan—Andrew Gregg.

15th " Blair, Cambria and Huntingdon—John Creswell.\*  
 16th " Luzerne, Montour and Columbia—George P. Steele.\*  
 17th " Bradford, Susquehanna and Wyoming—E. Reed Myer.

18th " Tioga, Potter, McKeen, Elk, Clearfield & Jefferson—Henry Souther.  
 19th " Mercer, Venango and Warren—Glenn W. Scofield.\*  
 20th " Erie and Crawford—D. A. Finney.  
 21st " Butler, Beaver and Lawrence—J. R. Harris.\*  
 22d " Allegheny—Wm. Wilkins and E. D. Gorman.\*  
 23d " Washington & Greck—Jno. C. Flenniken.

24th " Somerset, Bedford and Fulton—Francis Jordan.  
 25th " Armstrong, Indiana and Clarion—Titian J. Coffey.\*  
 26th " Juniata, Mifflin and Union—James M. Sellers.

27th " Westmoreland and Fayette—Wm. E. Frozer.  
 28th " Schuylkill—C. M. Straub.  
 Democrats, 15; Opposition, 13; New Senators marked with a star.

HOUSE OF REPRESENTATIVES.  
 Adams—John Musselman, Opposition.  
 Allegheny—Wm. F. Stevenson, Op., C. S. Eyster, Op., John T. Peters, Op., J. B. Backhouse, Op., Nich. Voegtly, jr., Op.  
 Armstrong, &c.—J. K. Calhoun, D. W. M. Abrams, D. R. J. Nicholson, D.  
 Beaver, &c.—D. L. Imbrie, Op., George P. Shaw, Op., A. W. Crawford, Op.  
 Bedford, &c.—G. N. Smith, D., William C. Reamer, Op.  
 Berks—J. Law, Geis, D., William Hoins, D., B. Nunemacher, D., Michael Hoffman, Dem.  
 Blair and Huntingdon—John H. Wintrobe, Op., John M. Gibbons, Op.

Bradford—J. B. G. Babcock, Op., Cullen F. Nichols, Op.  
 Bucks—John Mangie, D., Alex. B. Johnson, D., John H. Lovett, D.  
 Carbon and Lehigh—Herman Rapp, D., Enos Tolan, Dem.  
 Centre—John Smith, Dem.  
 Chester—Dr. W. F. Dickey, Op., James Penrose, Op., Paxton Vicks, Op., Clearfield, &c.—Seth A. Backus, Dem.  
 Clinton, Lycoming, &c.—J. M. B. Fetken, D., Isaac Benson, Op.  
 Columbia and Montour—Peter Ent, Dem.  
 Crawford—Joseph Brown, Op., Leonard Reed, Op.

Cumberland—James Anderson, D., Wm. Harper, D.  
 Dauphin—David Mumma, Oppo., John Wright, Op.  
 Delaware—Hiram Cleaver, Op.  
 Erie—Wareham Warner, Op., Gideon J. Ball, Op.  
 Franklin—George Jacobs, Op., Jno. Withersop, Op.

Fayette and Westmoreland—Henry D. Foster, D., John Fausold, D., Samuel A. Hill, D., Peter A. Johns, D.  
 Greene—R. K. Campbell, D.  
 Indiana—R. B. Moorhead, Op.  
 Lancaster—Wm. Hamilton, Op., John A. Highland, Op., P. W. Housekeeper, Op., C.

Calmont, Op., Thomas Smith, Op.  
 Mifflin—John Purcell, Op.  
 Monroe and Pike—L. Westbrook, D.  
 Montgomery—J. W. Hilgates, D., A. W. Longaker, D., George Hamilton, D.  
 Northampton—John A. Innes, D., Jesse Pearson, D.

Northumberland—J. H. Zimmerman, D.  
 Perry—Charles C. Brandt, D.  
 Philadelphia City—S. S. Bishop, Op., Geo. T. Torn, Op., Jacob Dock, Op., John Ramsey, Op.  
 Philadelphia Co.—C. M. Loisinger, D., Townsend Yearsley, D., Franklin McIlvain, D., Charles Cary, D., Abraham Arthor, D., John Roberts, D., John Hancock, D., Robert B. Knight, D., John Wharton, D., Frederick J. Walter, D., Henry A. Gildes, D.  
 Schuylkill—Wm. B. Lebo, D., G. N. Wegonseller, D.

Somerset—Jonas Augustine, Op.  
 Suqueh