THE RAFTSMIAN'S JOURNAL.

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| CLEARFIELD, PA., FEB. $16,1859$. <br> TYRONE \& CLEARFIELD RAILROAD |  |  |  |  |  |
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| TYRONE \& CLEARFIELD RAILROAD. The friends of this road will doubtiess tion is now rendered nearly certain. Its im |  |  |  |  |  |
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| to take some action in the matter. In their Feb. 7th, 1859, the Board say :- |  |  |  |  | 隹 |
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| 000 in stock and ron rails, put the rails down, rect water-tanks and othor conveniences, fu |  |  |  |  |  |
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| gers to pay, the Pennsylvania Company willreceive 60 per cent. in cash and 40 per cent.in mortgage bonds-or, rather, give credit on |  |  |  |  |  |
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| Should this proposition of the Pennsylvania company be accepted by the Tyrone \& Clear- |  |  |  |  |  |
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| in a comparatively short time theroafter. When the many advantages that are to be derived from the constraction of this road- |  |  |  |  |  |
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| verge at this point, and the large amount of money that would be saved in the cost of trans- |  |  |  |  |  |
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| On Tuesday of last week, Senator Bigler, who, according to our neighbor of the Repub- Lican, "can no longer be claimed as exclusive- |  |  |  |  | $\mathrm{A}^{\text {ssom }}$ |
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| he moved to bring up the resolation uponwhich he founded his remarks, one of the Southern "whippers-in," Mason of Virginia, |  |  |  |  |  |
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| sures affecting the revenue could alone origi- nate in the House of Representatives. With this view Mr. Bigler coincided, but contended |  |  |  |  |  |
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| "First, that there was no such serious disa |  |  |  |  |  |
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| who indulges in the loftiest kind of aspira-tions, and, therefore, we do not regard it as amatter of surprise to find him attempting the |  |  |  |  |  |
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