

ARRIVAL OF THE CALDONIA AT BOSTON.

Twelve days later from England. The steamer Caldonia, of Cunard's line, arrived at Boston on Thursday evening.

Daniel O'Connell has been elected Lord Mayor of Dublin. This does not, we think, interfere with his position in Parliament.

The Queen of Great Britain has not yet been crowned.

An important portion of the Tower of London with its contents, was recently destroyed by fire.

The news of the acquittal of McLeod had reached England, and appeared the public mind.

Louis Philippe had offered his mediation between the two countries, but the close of the trial, of course, rendered such a friendly act unnecessary.

But as there exists in this country much apprehension relative to the feelings of the dominant party in Great Britain towards this country; and as there are subjects enough to occupy their mind, we copy a few paragraphs illustrative of the temper of the papers, remarking that the Times is the anti-American Gazette.

The Morning Herald, usually well informed upon questions of Tory foreign policy, says—on Saturday:

"We have reason to believe that if any serious difference should arise between Great Britain and the United States of America, relative to the trial of McLeod, the Northern Boundary, or any other question pending between both countries, our Government has agreed to except the mediation of France, which mediation has been offered as a guarantee of peace and good will between the French and English Cabinets."

DREADFUL FIRE IN THE TOWER OF LONDON.

TOTAL DESTRUCTION OF THE GRAND ARMORY.—An event which will be long remembered in the annals of English History, and which may be regarded in every respect as a truly national calamity, occurred on Saturday night last, in the destruction together with its contents, of that magnificent building forming so prominent a feature in the far-famed Tower of London, denominated "The Grand Storehouse and small Armory," containing, in addition to an almost innumerable quantity of trophies and other evidences of British glory, no less a number than 300,000 stand of arms, &c.

The grand storehouse is north of the white tower, a fine building of brick and hewn stones. It extends in length 345 feet, and is 60 feet broad; it was commenced by James II. and finished by William III. On the first floor of this edifice is that magnificent room called the small armory. At the west end of this building is situated the church founded by Edward III. and dedicated to St. Peter in Chains, in which are deposited the remains of many noble and some royal personages, executed either in the Tower or on the hill, and buried here in obscurity. On the east of this building is situated the newly erected jewel tower, in which the regalia and all the crown jewels are kept.

The first discovery of fire was made at half past ten o'clock by the sentry on duty at the jewel office, who perceived a bright light issuing from the windows of this Tower, which is situated at the Northern extremity of the building and immediately attached to the grand storehouse or armory. The engines stationed in the Tower (of which there are several) were immediately on the spot, and were quickly followed by those of the neighboring parishes, and almost immediately after by those of the brigade establishment. The flames had by this time gained a fearful ascendancy, and the fire had made its way from the round table tower to the centre of the grand armory, and burst forth from several windows with extraordinary fury, rapidly extending both East and West.—The greatest difficulty was to experience in obtaining a supply of water, and it was not until the hose had been conveyed to the water's edge, that any thing like a sufficient quantity was obtained, and even then the distance was so great to the burning pile, that the labor of the fireman were frequently retarded for long intervals.

In the grand armory, which is stated to have been the largest room in Europe, were deposited 250,000 stand of arms, besides a vast quantity of military carriages, bombs, and other spoils of war, captured by troops in various parts of the world. The flames having once penetrated this Hall, no hope existed that any portion of it would be saved, and the exertions of the fireman were confined to the preservation of the surrounding buildings, upon which they played with all the water they could obtain. At this crisis the greatest apprehensions were entertained for the safety of the crown jewels deposited in the regalia office, which closely adjoins the Eastern extremity of the grand armory, and the Yeoman of the guard, under the direction of their captain, were deputed to undertake the removal. This service was safely performed, without accident, and the whole of the valuables, including the beautiful model of the White Tower, were consigned to the care of the Governor, and placed in the vaults beneath his residence. The heat from the burning pile had now become so extensive that the fireman could no longer act in the centre square, and it was quite impossible to attempt to save any portion of the arms, &c., contained in the grand Storehouse.

About one o'clock the appearance of the burning mass was surpassingly grand. The flames having at that time extended to nearly the whole length of the armory, shortly after the roof, being completely burned through, fell in with a tremendous crash, the flames rising with a lurid glare far above the Towers of the Citadel. At this time it was feared that the whole of the Southern side would fall a prey to the flames, but by the judicious exertions of the brigade establishment, they were prevented from extending across the narrow avenue between the outer wall and the round Tower, and hopes were entertained that no other portion of the building would be sacrificed. This expectation happily proved correct. The fire was not subdued, however, until near five o'clock, and the mass of ruins was burning fiercely throughout the whole of yesterday.

It was hoped that this calamity had been unattended with loss of life, but we regret to record the death of a fireman named Richard Wiswell, of the brigade establishment, a fine young man aged 24, who was killed by the fall of a mass of stone from the top of a wall, under which he was holding the branch.

Many rumors are in circulation as to the supposed origin of the fire; but in knowing at present on which confidence can be placed. Over-headed flames are stated to have caused the disaster, by some; while others attribute it to the act of an incendiary. An inquiry will be, no doubt, set on foot by the Government.

It would be utterly impossible to estimate with any thing approaching to exactness the extent of loss, the country will suffer by this disastrous event, to say nothing of the national trophies which it is impacticable to restore; but there can be no doubt that the damage sustained by the building, together with the arms destroyed, cannot be replaced for less than one million sterling.

REMOVAL OF THE JEWELS.

Notwithstanding the great heat which prevailed the jewel room, Mr. Superintendent Parse, of the H. division, having broken the iron bars in front of the regalia, succeeded in handling the new imperial crown and other portions of the regalia to Mr. Swift, the keeper of the regalia, by whom they were placed in the custody of the several wardens, as follows:—Although there was much excitement at the time, Mr. Swift carefully placed the crown in its case in the same mode as when it is conveyed to the House of Lords on state occasions. This crown was conveyed to the house of Major Elrington, the fort Major, it is termed the new imperial crown, and made for the coronation of her present Majesty. It is of imperial form, with nearly pointed arches supporting a gorgeous diamond orb, surmounted with a cross of the same precious materials, adorned with three remarkably large pearls. In the front is a large Jerusalem crown entirely frosted with brilliants. In the centre a magnificent sapphire of the deepest azure, nearly two inches square, it stood within a revolving plate glass bell.

The celebrated six sceptres and gold walkingstick were carried by Mr. Darrington. These comprised the King's sceptre and cross, which is covered with precious stones, beneath which is a fine amethyst, the pomel similarly ornamented, and the head formed of tripple leaves of jewelery, the well known King's sceptre and dove, the cross, centre, and pomel richly decorated with jewels; the Queen's sceptre and cross, fancifully ornamented with large diamonds—it was made for the coronation of Mary, the Queen of William III. an ancient sceptre, discovered in the jewel office, in 1814, and was supposed to have belonged to William III; it was adorned with several valuable jewels; the ivory sceptre, which belonged to the Queen of James II. mounted in gold, surmounted by a dove, composed of white onyx, the elegant simplicity of this ornament has excited general admiration. The staff of Edward the Confessor, formed of pure gold, 4 feet 8 inches in length, and weighing nearly 9 lbs. The golden model of the white tower, which is also called "the state salt cellar," and was used at the coronation of George IV. It is fancifully set with jewels, and adorned with canons and other figures at the base, and its weight, we are informed is nearly half a hundred weight.

The two golden tankards, which are richly chased and very massive, and from which his late Majesty William IV. drank at his coronation. The Queen's diadem, entirely composed of pearls and diamonds, made for the consort of William III; the golden chalice and the golden sacramental dishes, on one of which is engraven in fine *alto relievo* "The Last Supper," and on the other the royal arms of England, and which are used at the coronation. The golden salt cellars, and the rest of the sacramental plate, consisting of golden plates, spoons, &c. The ampulla, or golden eagle, from which our Sovereigns are anointed at their coronation, and which was brought from Sens Abbey, in France, by Thomas A. Becket—it had been there revered as the gift of an angel from Heaven—the sword of mercy and some other articles. The Prince of Wales's crown, which is of plain gold without any jewels. It is usually placed on a velvet cushion in the House of Lords before the seat of the heir apparent. The ancient imperial crown, the arches, flowers and fillets, covered with large jewels of every color, inclosing a purple velvet cap, faced with treble rows of ermine; as also the golden orb six inches in diameter, fringed with matchless pearls and precious stones, (beneath the cross is a remarkably large amethyst which is placed in the Sovereign's left hand at the coronation.)

The golden baptismal font, a magnificent piece of workmanship, upward of four feet in height, used for the issue of the royal family; and also one of the swords of justice; the other, together with the small golden orb, called the Queen's the celebrated golden wine fountain, which at coronations and other state banquets throws four beautiful jets of wine in several divisions. It is nearly three feet in height, and a foot in diameter; this was the last article that remained. The ancient golden spoon, which is of equal antiquity with, and receives the oil from the ampulla when required for the purpose of anointing the bosoms of our monarchs; the golden spurs, which are buckled on the King's heels at the coronation; and the Queen's enamelled bracelets, some salt cellars several golden spoons, some loose jewels, and many other valuables, Mr. Swift had previously deposited in his pocket for safety. All the sceptres were carefully enclosed in blankets provided for that purpose, but the ancient crown and larger articles were, of necessity, carried openly in front of the parade, while the fire was raging, and had a singularly interesting appearance, caused by the reflection of the flames.

During the operation of breaking down the bars of the jewel chamber, and in getting them out, the soldiers stationed at the entrance became unable to endure the heat of the flames, and the keeper of

the jewels was clamorously pressed to retire, and leave the last remaining article (the wine fountain,) to its fate, as the destruction of the entire of this building then appeared inevitable.

Mr. Swift states that having seen the last article of his charge out of the jewel chamber, which had become itself almost like a furnace, he with difficulty effected his escape, for the flames from the armory completely crossed the court yard from the Eastern gable to his dwelling, the doors of which were blistering quite fast. He made the best of his way to the house of the governor, and having again examined the regalia, (particularly her Majesty's crown,) he found that not the minutest particle was missing.

Mr. Swift states that the intrinsic value of the regalia is at least upward of a million sterling, which of course, is far under the amount, looking upon them as relics of antiquity.

The Paris correspondent of the National Intelligencer (Robert Walsh, Esq.) writes as follows, under date of

Paris, October 10, 1841.

Whatever scandalous occurrences are reported from the United States—whatever violence, dishonesty or brutality is there perpetrated—confirms the common notion and industrious representation of European ill's of the same character. 'The model Republic makes the tree known by its fruit.' Both London and Paris editors find food for sarcasm in the announcement of Mr. WISE to your House, the day after his battle with Mr. SEXTON.

'As soon as his nature had permitted, he became reconciled to the gentleman from North Carolina, and the next morning's sun rose upon the renewal of their former friendship.' So, likewise, they do in the report of the committee proposing a fine one hundred dollars for an insulting word addressed by one member to another. They refer to the observation of Messrs. CHRYSLER and DE TOURVILLE that every thing in the American Republic is measured and compensated by money—dollars and cents. The debate in the House on the 10th ultimo, a bout President TYLER has not escaped their vigilant spirit of detection. Mr. BATES and Mr. GILMER have figured in this theatre. I must confess that the alteration or interjection which followed the report of the committee in the case of Mr. WISE, appears to me scarcely less disreputable than the original scene. President TYLER's second veto has occupied some French editorial pens; but they cannot understand motives or reasons *pro* or *con*.

The *Siccle* admires the act, yet pronounces the President an ordinary politician for wishing along with the Whig party, 'le parti de la paix et de l'argent a tout prix,' to avert a war with England. 'As soon,' it adds, 'as the British can contrive to do without American cotton, they will compel a rupture and liberate all the American slaves.' The contrivance requires a length of time sufficient for adequate preparation on your part. Our Paris scribbles seem to be struck with the phraseology of this paragraph of a New York paper. 'The President had been burned in effigy at Louisville by highly respectable young men, chiefly Virginians; a very natural, though not quite a regular proceeding.' 'What ideas,' they exclaim, 'have these Americans of respectability and regularity, when they associate with these terms a public outrage so gross on the Chief Magistracy of their Union.'

The following is an extract of a letter from Mr. List, U. S. Consul at Leipzig to the Secretary of the Treasury.

"A Mr. De Stein, formerly an officer in the service of Saxe Gotha, has lately made propositions to the smaller states of Saxony, for transporting their criminals to the part of Bremen, and embarking them there for the United States at seventy-five dollars per head! which offer has been accepted by several of them. The first transport of criminals, who for the greater part have been condemned to hard labor for life, (among them two notorious robbers, Pfeifer and Albrecht,) will leave Gotha on the 15th of this month; and it is intended by and by to empty all the workhouses and jails of that country in this manner. There is little doubt that several other states will imitate the nefarious practice. . . . It has of late, also, become a general practice in the towns and boroughs of Germany, to get rid of their paupers and vicious members, by collecting the means for effecting their passage to the United States, among the inhabitants, and by supplying them from the public funds."

"In a letter to the President, August 12th, 1837, the Mayor of Baltimore states, that 'fourteen convicts from Bremen had been landed there. They were shipped in irons, which were not taken off until they were near Fort M'Henry.'"

The report of the Agent of the Tennessee Penitentiary has been published, showing the condition of it, for the two years ending 30th September last. It appears that there were 178 convicts then in confinement. The habits of part of these convicts are thus stated:

Constantly drunk, 84
Common drunkards, 29
Occasionally
And constant drinkers, 28
Temperate, 20
Always Temperate, 15

A man named Andrew F. Parnassus, was found dead in the pit of St. Charles Theatre, New Orleans, the Picayune says:—

"His left leg was fractured, and there was an extravasation of blood on the brain. The evidence delivered before the jury led them to believe that when the theatre closed he was left asleep in the third tier—that when he awoke, in endeavoring to make his way out, he fell over into the pit and received the wounds already described, which caused his death. The deceased was a native of the State of New Jersey, where his parents at present reside. He has lived in this city for some seven years, as clerk in a clothing store, and was connected with some of the city military and five volunteer companies.

Merchants Exchange N. Y.

The Express says, we congratulate the public on the near completion of this magnificent building. Although it has cost about one million seven hundred thousand dollars—a sum which is by many thought too large—yet it stands as a monument of the taste, liberality, and enterprise of the merchants of this great and growing city, and in but a few coming years, it will not be found too large nor too extravagant. It is due to the Trustees to say that they have labored with fidelity and devotion.—Not a cent of the funds has been misapplied—all is truly and honestly accounted for, which in these times of abduction and fraud, is no small tribute.—They have also labored gratuitously, which considering the severe duty they have had to perform, that of providing as well as expending the funds, is highly creditable to them. The building is most judiciously arranged to accommodate a vast number of tenants. Already a large portion of it is occupied, by the Post office, Banks, Insurance Companies, and Brokers. The front is Grecian Ionic, and the Great Room Grecian Corinthian. Some idea may be formed to its dimensions by persons at a distance, when we state that it is nearly square and covers nearly one acre of ground. The cost of ground was seven hundred and fifty thousand dollars, and of the building, over a million of dollars. The material is solid, Quincy Granite, prepared from the quarry in blocks and pillars. There is nothing in this country that looks so massive as this. The room for the Merchant's meeting, is one hundred feet in diameter, and the height from the floor to the dome, eighty-five feet. The columns in the room are of the Grecian Corinthian order, 41 feet high, including cap—weight of each, sixty tons.

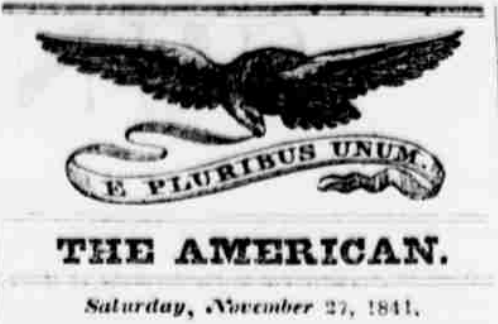
Height of walls, including court yards, 105 feet
Sky Light, 10
Foundation, 5
Total, 120

This room, if we are correctly informed, is a little larger than the Rotunda in the Capitol at Washington, and is warmed by four or eight furnaces, in the basement, the heat of which passes under the floor to apertures in the centre of the room, by which means the floor and room are both kept warm. We have no knowledge of a similar mode of heating a room. The idea is derived from the mode by which the Roman Baths were warmed. The front is peculiarly striking—it presents a colonnade of twelve Ionic columns, each in a single shaft 32 feet high, four feet four inches in diameter at the base, and weighing thirty three tons.

They have had some queer doings at the late election in the Bay State. It seems that in the town of Townsend, Mass., the Whigs, Loco Focos and Abolitionists are equally divided, and each made a nomination for representative. As in that State a majority over all is necessary to an election, both parties urged the Abolitionists to withdraw their nomination, and even proposed to unite with them on a man, who should represent either Whig and Abolition principles, or Loco-focism and Abolition; but the Abolitionists would run their candidate or prevent a choice. After two or three unsuccessful ballottings, the two parties, vexed at the obstinacy of their Abolition brethren, determined to give them a full-blooded Abolitionist, without mistake. They accordingly came to an understanding upon the subject, nominated a very black, but very respectable old Negro, and marching to the polls in a body, elected him as a representative to the Massachusetts Legislature by an overwhelming majority!—In Massachusetts there is no disqualification as to color, and the negro had agreed to take his seat as a member if elected. It happened, however, that the polls were kept open longer than the legal time, and the election is therefore void. A new meeting is to be called, and if the Abolitionists hold out, the negro will be elected.—N. Y. Express.

A Quaker's Letter to his Watchmaker. I herewith send thee my pocket clock, which greatly standeth in need of thy friendly correction. The last time he was at thy friendly school he was no ways reformed, nor in the least benefited thereby; for I perceive by the index of his mind, that he is a liar, and truth is not in him; that his motions are wavering and irregular; that his pulse is sometimes fast, which betokeneth not an even temper; at other times it wavereth sluggishly, notwithstanding I frequently urge him; when he should be on his duty, as thou knowest his usual name denotes, I find him slumbering and sleeping—or, as the vanity of human reas n phrases it, I catch him napping. Hence I am induced to believe he is not right in the main. Examine him therefore, and prove him, I beseech thee, thoroughly, that thou mayest, by being well acquainted with his inward frame and disposition, draw him from the error of his ways, and show him the path wherein he should go. It grieves me to think, and when I ponder thereon, I am verily of opinion, that his body is foul, and the whole mass corrupted. Cleanse him, therefore, with thy charming physic, from all pollution, that he may vibrate and circulate according to the truth. I will place him a few days under thy care and pay for his board as thou requierest it. I entreat thee friend John, to demean thyself on this occasion with a right judgement according to the gift which is in thee, and prove thyself a workman. And when thou layest thy correcting hand on him let it be without passion, lest thou drive him to destruction. Do thou regulate his motion for the time to come, by the motion of the light that ruleth the day, and when thee findest him converted from the error of his ways, and more conformable to the above mentioned rules, then do thou send him home with a just bill of charges drawn out in the spirit of moderation, and it shall be sent to thee in the roof of all evil.

The most splendid copy of the Bible extant, is exhibiting in London, and shortly to be drawn for, agreeably to the plan of the Art Union; it contains near 7,000 paintings and engravings, in 45 folio volumes, and is valued at 3,000 guineas!



We refer our readers to a number of new advertisements in another column.

We had a fall of snow about four inches deep on Friday the 19th inst. It did not, however, last more than 24 hours, and then it was but an indifferent substitute for good sleighing.

The 'Staats Botte' is an excellent Democratic German paper, published at Harrisburg at \$1 per annum. It will contain the proceedings of the legislature.

The Harrisburg Keystone and State Capital Gazette will be published daily during the approaching session of the legislature, at \$2 for the session. We shall publish the prospectus next week.

We refer our readers to an advertisement of Messrs. Frick, Billmeyer & Russell, of Danville, who offer for sale Webb's Patent Camphine Oil and Burners. The Danville papers speak in high terms of the brilliancy, cleanliness and economy of these lights.

The Lewisburg Light Infantry, under the command of Col. McFaddin, visited Milton a short time since. They are said to be a handsome corps, and have excited the envy of the Miltonians considerably, who straightway determined to have a company too. We hope they may, but they will have some trouble in finding a better commander than Col. McFaddin.

Friend Best of the Danville Intelligencer apologises on account of a lack of editorial last week, but concludes by saying that the advertisements received were more profitable to him than editorial matter. What a man, to think thus lightly of his own labors.

Gov. Porter and the Hon. Andrew Stevenson, late Minister to England, have both been named as candidates for the Vice Presidency.

Lancaster is now a port of entry. The Intelligencer announces the arrival of the steambot Edward Coleman at that place, via Susquehanna Canal and Conestoga Navigation.

Col. Stone of the N. Y. Commercial, says that anthracite coal is not fit for domestic use. How supremely ridiculous are sometimes the opinions of intelligent men. Did the Colonel ever see a parlor grate, or an improved parlor stove in use with anthracite? We think not. In many places where wood is cheap, and can be had at \$1.50 to \$2, people prefer burning anthracite at \$3 to \$4 per ton.

The Hon. Caleb Cushing, it is expected, will marry a daughter of the President.

We clip the following from the Lafayette (La.) Chronicle. The desecration of the Sabbath by theatrical entertainments, sounds strangely in the ears of a christian and moral community, in this latitude:

The St. Charles.—The first dramatic performance this season took place on Sunday evening last, at the Temple, in connection with Aerie performances and the celebrated Herr Clime on the Taught rope, whose feats of daring elicited the most unbounded applause."

Stram and Horse Power. Under this caption the late Harrisburg Intelligencer contains one of the most extraordinary paper calculations that we have seen for some time past. On reading the article, we hardly knew whether we were not as much amused as surprised—amused at the extravagant and unfounded statements of the writer, and surprised that so respectable a journal as the Intelligencer would give currency to statements that could have been conceived only in the chimerical brain of some interested cal speculator. We have of late seen a number of very strong articles in the Harrisburg papers, favorable to certain coal regions, with which neighboring regions were sometimes very strongly, if not unfavorably and unfairly contrasted. We have no objections whatever, to our neighbors making such calculations as may suit their own views, and further their own purposes in relation to matters in which they are alone interested. But when they undertake to make comparisons calculated to injure others, they should be careful in stating the facts as they really are, and not as they would like them to be. We have not room for the whole article, but give the following extract, which will certainly surprise those who really ought to know something of the operations of our road, and who, after several years' experience, learn, for the first time, that the company which relies solely upon its income to keep itself up, and which actually has done so under many temporary disadvantages, sustains a loss of not less than forty cents upon every ton of coal brought to Sunbury.

"No one will deny that horse power is cheaper on short rail roads—on roads of high grades, and also upon any road where the locomotive must remain part of the time idle. But upon a railroad of over 20 miles in length, descending all the way with the course of the tonnage, where the loaded cars can be taken down about as easy as the empty cars can be taken up, the idea that steam power costs more than horse power is preposterous.

We will illustrate this. The road from the Shamokin mines to Sunbury is about twenty miles long, and having been constructed at a time when there was less knowledge of rail roads than at present,

cost \$400,000. Having an easy grade to Sunbury if there was sufficient tonnage to keep a locomotive employed, steam power would be profitable. But as less than 20,000 tons are transported, there would be a saving by using horse power. It is true the Company transport the coal to Sunbury for 60 cents per ton, or 3 cents per ton per mile, but they do it not only at a loss, but for less than the annual expense of the locomotive cars. The expenses of a locomotive per annum is \$5,000 Cars oil, and attendance not less than 15,000

Cost of transporting 20,000 tons, \$20,000 Transportation and toll on 20,000 tons, at 60 cents, 12,000

Loss on transportation, \$8,000 Add interest on road, on \$400,000, 21,000 Repairs, \$7.00 per mile, 14,000

Loss to the Company, \$46,000 Thus it will be seen that there is not an annual loss to the Company of \$16,000, but a loss on the transportation of \$8,000. But let the locomotive have enough to do, and it will bring to Sunbury 150,000 tons which at 60 cents per ton would yield a total of \$90,000. Then steam power would not only be cheaper than horse power but would give a good profit to the Company, as the expense would be but little increased.

We have shown that it costs \$20,000, or \$ per ton, to transport 20,000 tons from Shamoki to Sunbury, without paying one cent for toll.

Let us see what it would cost to bring down the same quantity by horse power.

Divide the road into two stages of 10 mile each, and put on each three trains, consisting of one driver, two horses and ten cars. These trains—three at each end of the road—will deliver at Sunbury 90 tons per day, or 20,000 tons in 27 days. There will then be 6 men, 12 horses, at 100 cars, 60 on the road and 40 at the mines, as for reserve. The cost will then be nearly as follows:

Wages of drivers, \$250 each, \$1.50 Horses, 1.8 100 cars, depreciation and repairs, 2.7 Oil, 2

Cost of transporting 20,000 tons by horse power, \$6.3 Cost by steam power, 12.0

Difference in favor of horse power, \$5.7 Thus it will be seen that steam power would nearly twice as expensive as horse power in transporting the 20,000 tons now mined at Shamoki to Sunbury. It might also be shown that steam power will not answer any good purpose on a short road or one not fitted by its grades to a steam engine."

Now let us see how these statements accord with the facts. In the first place the cost of road is not quite \$160,000, or about \$8,000 more, instead of \$400,000, as the Intelligencer would have it. Here then is an error of \$240,000 to start with.

For the purpose of ascertaining the facts we have ourselves, taken the following extract from books of the Danville and Pottsville Railroad Company, showing the expenditures on the road during the year 1840. The amount of coal transported that season, of eight months, was 15,808 tons.

TRANSPORTATION. Amount paid for labor, wood, coal, sperm oil, whale oil and incidental expenses, including the salary of the manager, master and clerk, \$3,270

RAILROAD REPAIRS. Amount paid for lumber, spikes, railroad iron, labor, smith work, carting and incidental expenses, including the salary of the superintendent, 2,919

COAL CAR REPAIRS. Amount paid for car wheels, smith work, lumber, carpenter's work, labor, oiling, cleaning, &c., 76

LOCOMOTIVES. Amount paid for repairs to the "North Star," 60 Do, to the "Mountaineer," 75

Thus it will be seen, that the expense of transporting 15,808 tons with two locomotives, amounts to but little over 50 cents per ton, including all expenses.

This amount could easily have been transported with one locomotive, which would have reduced the expenses one third, but for the want of tonnage of the coal as fast as the train arrived. Many other difficulties the company then encountered, and over which they had no control.

We have taken the statement of the year 1841 because, the expenses of that year were much greater than the present, and the amount of coal transported much less. Independent of this the road's passengers and freight of merchandise, & amount to upwards of \$3,000. The amount year will exceed 21,000 tons, besides 4 or 5 tons of iron ore, limestone, merchandise, &c.

Where the Intelligencer received its inform we cannot conjecture. The facts above stated, strictly correct, about which there can be no misapprehension, we will venture to say, that the cost of transportation the present season, even under temporary disadvantages, will not exceed 10 cents per ton.

The calculation of the Intelligencer in relation to horse power, we know from experience, entirely incorrect. Horse power cannot, under any circumstance, compete with steam. We refer to this subject again.

The New York American says that one of the largest merchant vessels of that city has been ordered with an entire cargo of beef, pork, tongues and cheese, for England, and that the "nature" will pay a profit.

ONE VOTE.—Nearly a dozen members of the Massachusetts Legislature were elected by a vote majority.