#### TERMS OF THE "AMERICAN" H. B. MASSER. PUBLISHERS AND PROPRIETORS. JOSEPH EISELY.

H. B. MASSER, Editor.

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REST FEMMER & CO. Manufacturers of

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nafee and quick returns. chants, Manufacturers and Dealers.

TT A large assortment of the New Style Cur-Philadelphia, June 1, 1844 - 19

#### HERR'S HOTEL. FORMERLY TREMONT HOUSE, No. 116 Chesnut Street,

PHILADELPHIA THE SUBSCRIBER, recently of Reading, Pan would inform the pul-Reading, Pen would inform the pub-tic that he has fitted up the above capa-cious and convenient establishment, and afford full assurance, that his guests will be supplied with every comfort and accommodation; while his house will be conducted under such ar-

responsibility, and satisfactory entertainment for in-Charge for boarding \$1 perd y DANIEL HERR. Philadelphia, May 25, 1844-1v

## To Country Merchants.

Boots, Shoes, Bonnets, Leghorn and

Palm Leaf Hats. G. W. & L. B. TAYLOR.

PHILADELPHIA,

OFFER for site an extensive assument of the above art cl. s. all of which they sell at amornal. G. W. & L. B. PAYLOR Philadelphia, May 25, 1844.-1y

ARM FOR SALE .- The small form. centaining about 100 acres, about 2 miles store Northum erland, alyming lands of Lose C. Horton, John Leghou and others, will be so'd ch ap, if application is made s on to the subscriber. Sunlary, Aug 31, H. B. MASSER.

EXX SEED.—The highest price will be Aug 31, 1841. H. B. MASSER.

COTTAGE BIBLES,-Five capies of the Cot bringh the verge Bible, the chargest back ever published, Susquehanna, containing the communitary on the Old and New Testament, just received and for sale, for six dollars. H. B. MASSER,

## REMOVAL.

he has removed his office to the white to the line of his pro ession Sunbury, May 4th, 1844.

## DAVID EVANS

Patent Fire and Thief Proof Iron it can be tunnel ed for beneath its summit. Chests, Slate lined Refrigerators, with Filters attached when required.

## EVAMS & WATSOM, PHILADELPHIA,

MANUFACTURE and onium Fire and Thirt Proof I-Chests, for preeving Books, Papers D cds. Joweiy, kin Gold, Silver, &c., &c., made out of every one hundred now in use and for sale are made.) with first rate Locks and David Evans' in the summer of 1842, when all the Keys were at liberty to be used, and the Chest not opened, al-Robbers, at the Delaware Coat Office, in Walnut street, above Th id, but did not succeed.

Locks, and all kinds of Iron Rad nes Sed and Copying Piesses, and Smithwork generally, on hand or manufactured at the shortest notice

sons against making using, selling, or causing to be sold, any Keybole Covers for Fire Proof Chests. or Doors, of any kind similar in principle to my Refrigerators with Slate, for which my Patent is dated 26th March 1844, as any intingement will

be dealt with according to law.

DAVID EVANS. Philadelphia, April 13, 1844 .- ly

#### FORESTVILLE BRASS EIGHT DAY CLOCKS.

which will be sold at very reduced prices, for cash, Also, superior 30 hour Clocks, of the best make Also, superior Brass 30 hour Clocks, at \$8 00. H. B. MASSER. Dec. 2, 1843.

STONE WARE for sale.

225 Stone Jugs, from 1 quart to 3 gallons, 50 Some Jats, from 2 to 6 gall-ns. For sale, H. B. MASSER.

# SUNBURY AMERICAN.

AND SHAMOKIN JOURNAL.

Absolute acquiescence in the decisions of the majority, the vital principle of Republics, from which there is no app at but to force, the vital principle and immediate parent of despotism.—JEFFERSON.

By Masser & Elsely.

Sunbury, Northumberland Co. Pa. Saturday, March 29, 1845.

Vol. 5--No. 27--Whole No. 285.

REPORT On the feasibility of the contemplated Suamo-KIN, MAHONOY AND SCHUYLKILL RAIL ROAD,

without inclined planes, by KIMBER CLEAVER, C. E. 1945. A public meeting, being held Nov. 2d. 1843, at Stamokin, in Northumberland county, Pa., "to take into consideration the propriety

gant, new stock, prepared with great care, and of- and importance of constructing a Kuil Road from Shamokin, in Northumberland county, to Pottsville or to Minersville, in Schuylkill county, Pa., so as to avoid inclined planes, and if grades traversable by locamotive steam engines;" and, in pursuance of a resolution, then Possessing inexhaustible facilities for manufass adopted, the subscriber having been employed ture, they are prepared to supply orders to any ex-tent, and respectfully solice the patronage of M reto make examination and survey of the most feasible route for a Rail Road without inclined planes, from Suamakin to Pottsville, or to Minersyale, and report theren.

I accordingly proceeded to make said examination and survey, which was completed July, 1844, a pian and profile of which is herewith enamitted, together with the following

#### REPORT.

In submitting this report to the public, attention is invited to the annexed geographical delineation of the country between Potisville and tablished reputation to the fine it is hoped, will Shamokin, by reference to which it will be perceived that the road, for nearly three-fourths of its entire length, will nece-sarily pass through rangements as will secure a character for the first regions righly abounding in Anthracite Coal, of the best quality, (such being the reputation it scent, from the tunnel, several routes are prac- the Mahonoy coal region for a greater distance cor in rotation, as follows: -First, The tion to determine which should be adopted, and if the D & P. R. R. was even completed, it by the Sharp Mountain, and on the North by marked on the map, which (as will be seen by of that region in general, as well as the road es of the Schoylkill waters, through the South boundary, form the natural outlets for the coal. Road two and one-fourth miles from Mt. Car- It is admitted that the D. & P. R. at Girardat the S. E. corner of Market and Fifth Sts., Mountain, near its North slope, of which the gap, at Rathing run, is a natural outlet for the coal - Tunne, Is the Mahonoy Coal region, tunnel, pass through the gap at Minehill, at the above the level of Mahonoy creek, and at the Is low poices, and particularly has to the attention bounded on the South by the Mahonoy MountWest Branch of the Schuylkill, and ascend the turnpike there was intended to have been an tain, and on the North by the Locust Mountain, valley of that stream, between Minehill on the ascending inclined plane, which elevated the of which the gaps, at Mahomy creek and Big South and Broad and Picket Mountains on the road above nearly all the coal from there to the tue, through the South boundary, and the Lo- North, to the West-west Branch of the Schuyl- Locust summit. But by the present route it is cust grip through the North Loundary, form the kill, pass through the gap in Picket Mountain, proposed to cross Mahoney creek soon after that untural outlets for the coal of that region - at that place, and ascend the valley of the last stream leaves the coal region, and at a feve FOURTH, Is the Shamokin Coal region, separat- named stream, about one mile, and there pass sufficiently low to favor the opportunity of exed from the Mahenov Coal region, and bounded through the Broad Mountain by thirty seven tending branch radroads into the coal region at on the South by the Locust Mountain, and on hundred feet of tunnel, to the head of Deep water level through the vallers of Mahonov, the North by the Big Mountain, of which the creek. Then in a meandering North East die Shenandoah, Mine Ron, &c. and thereby favor natural outlet for the coal is on the North, rection, with a descending grade, along the the general mining operations at water level

The direction of Shamokin town, from Pattsville, is about sexty-live degrees West of North, there, with an ascending grade, in a circuitous noy creek to Big run gap, and there enter the and the direction of the intervening Mountains | Westerly direction along the South slope of the | coal basin at a low level, will also favor the s about seventy-six degrees West of South, DOCTOR J. B. MASSER, These mountains occur in rotation from Potts-RESPECTIFILLY informs the city viile toward Shamokin, and cross, diagonally, izers of Sunbary and its vicinity, that the route of the road in the following order :building in Market Square, east of Ira 1st, Minchill-2d, Picket Mountain-34, Broad ment's store, and importantly opposite the Mountain-4th, Malamay Mountain-5th, Lapost office, where he will be happy to receive calls | oust Mountain-6th, Green Rulge-all of which are cut transversely to their base, by gaps or passer, with the exception of the Broad Mountain, that being the most formobible barrier, yet

The road will necessarily cross Mahonov valley, about midway between Pottsy ile and Stamokin, at a level about two hundred and fire feet higher than Pottsville, and one bondred No. 76 Souththird St., opposite the Exchange, and twenty two feet higher than Shamokin, but much below the dividing ground between Pottsequifor sale Bayes Evass' ville and that valley, also between that valley celebrated Water and Provis and Shannolen, consequently two summits (the son C olers, and Patent Pro- Broad Atomitain and the Locust) unis be surmounted in passing from Pottsville to Shamo-

In locating a Rail Road, from the Schoylkill of Boil r Iron, (and not over Plank as nearly-five to Shamokin, three objects should be kept steadily in view; First, To pass the summits, or d viding ground, between the Schuyikill and ed at the Phitadelphia Exchange, for three menths. Mahonov, and between the Mahonov and Shamokin, at the lowest obtainable smoonit clevathough the experiment was tried by at least 1500 tions. Second, To surmount these elevations, persons. One of the same Locks was nied by by grades the most gentle that the country will admit of, without injudiciously increasing the gra Hoisting Machines, Iron Doors, superior length of the road by a route too circuitous -Turne, To beste the road so as to accomingdate the general interests of the country, traversed by the road, if the same can be done CAUTION -I do hereby caution all per- without injury to the general public utility of the road. General local interests of great magnitude should have their full weight and infla-Patent, of 16th July, 1841, and also against Linuage ence, in directing the route of an improvement of this kind; but soccial or individual local interests should not have much weight in directing a question in which the public in general have a deep interest. The Mahonov Coal region, being on the route of the road, will serve to illustrate this matter. This region being one THE subscriber has just received, for sale, a few of general interest, (as all consumers are inof the above celebrated Eight Day Clocks, terested in obtaining Coal cheap.) therefore the road should be located to as to accommodate and quality, which will be sold for cash, at \$4 50. the mining operations of that region, in general, if it can be located without injury to other more extended general interests and utility of the road; but special or individual local interests, within that region, should not cause the

road to vary in the least from that route which

would produce the most benefit to the greatest ; The Danville & Pottsville Rail Road, also the Cattawissa Rail Road, have been located the Mount Carlen Rail Road, leaving thirty-ax sixty pounds per yard, sundry incidental ex-

and partially constructed from the Schuylkill to the Susquehanna, both of which pass over the dividing ground between the waters of those streams on quite elevated summits, that of the Danville & Puttsville Rail Road about eight | West Branches. hundred and ninety feet higher than Mt. Carbon, (the terminus of the Philadelphia, Reading and Pottsville R. Road,) and the Cattawis- view; To pass the dividing ground between sa road, if located on the route surveyed by Mr. the waters of the Schoylkill and those of the Moncare Robinson, in 1828, is still one hundred | Su-quebanea at the lowest obtainable summits; and fifty one feet more elevated, according to To overcome those summits with the most gena letter from that gentlemen, addressed to Mer- the grades that the country will admit of, withritt Camby, E-q., dated Nov. 10th, 1935, and out injudiciously increasing the length of the quoted in the report of the President and Man- road by a route too circuitous, and with no agers of the D & P. R. R. Company, of 1839, curves of less than 500 feet radius; And to loas follows :- In reply to your inquiries I have cate the road so as to accommodate the general to observe that the summit, or dividing ground, interests of the country traversed by the road, between the waters of the Schuylkill and those without injury to the more widely extended in of the Susquehanna, on the line of the Rail terests of the road, and the general utility Road between Pottsville and Sunbury, is low- thereof. er than any other route surveyed by me, in 1828, and one hundred and fifty one feet lower try, it will be readily perceived that by the

than that of the Cattawissa route." My examinations of the South descent of the Broad Mountain, from the proposed tunnel on region, fairly open the small basin at Railing the line I have surveyed, have been too limited Roo, and the vast mineral wealth of the Malo to decide which is the most practicable route to may coal region, also a large portion of the Sha communicate with the main line of Rail Road, mokin region. Although the Danville and leading to Philadelphia. On the South des Pretsville Rail Road was intended to traverse ticable, but I will leave it for future examina- than the road would by the present route, yet Schoylkill Coal region, bounded on the South in the present report confine myself to the route would not accommodate the mining operations reference thereto) is proposed to join the road, would by the present proposed route, from the with the West Branch of the Mt. Carbon Rail | fact of the D. P. R R, being ten much elevated, ben, and from said junction, with an ascending ville is low enough to favor the mening operagrade, in a meandering North West direction, tions at that place, but by the time it reaches wass Oak hill by a deep cut, or perhaps a short the Centre Turnpike it is over one hundred feet North slope of the Broad Mountain, and cross in all the raymes tributary to this natural outstream leaves the Mulienov Coal region. From out the handaries of the coal pasin from Maho-Mahonoy Mountain to Big run, there pass mining operations at water level in the various through the gap in the Mahonoy Mountain, ravines tributary to this natural outlet for the Shamokin, eighteen and seven-eighths miles is but forty feet per mile, up which draft eafrom the Susquehanna, at Sunbury.

By this route the road would pass the Broad tinins. Mountain through the proposed tunnel, at an elevation of seven hundred, and seventeen feet higher than Mt. Carbon, or one hundred and being thirty-seven hundred feet in length, and seventy three feet lower than the summit le- about four hundred feet below the top of the vel of the Danville & Pottsville Rail Road, and inquistain at that place! It is the only place three hundred and twenty-four feet lower than within many miles either east or west of the the Cattawissa route, surveyed by Mr. Robin- line, where a tunnel of that length would pass reduced to keep the percentage below that ason, in 1828. The whole descent, from the through the mountain at that level. But from mount. When the dividends exceed ten per tunnel to where the road will cross the Malio | the fact of it being the means of reducing the may creek, is four hundred and fifty feet. The summit elevation one hundred and seventy three Lecust summit, is three landred and seventy- advantage derived from that reduction of sumtour feet; and the whole descent, from the Lo- unt elevation; it being nearly twenty per cent. finished within seven years from the passage of cost summit to the junction, with the Western of the whole elevation, and consequently will be act." Division of the D. & P. R. R at Shamokin, is reduce the cost of transportation in the same rafive hundred and twelve feet. These summits tip. But without taking into the estimate that in any other hight, than an improvement of vast are avercome by grades and lengths of road, as reduction on the cost of transportation, it is c. importance, not only to the citizens of Philadelnoted in the following table, commencing at M: vident that the cost of constructing the length plan and a large portion of Pennsylvania, (by Carbon and proceeding toward Shamokin, as of road saved by the reduction of summit clevanoted by letters A, B, C, &c . in reference in tion, is more than equivalent to the cost of the the map, and showing the elevation of those tunnel. By the present proposed grades it points above Mt Carbon ;

Reference.	Distance,	Ascending grade per mile.	Describing grade per mile.	Whole ascent,	Whole descent,	Elegation above Mt Carbon,
Mt Carbon A	1f m's	19 1 0		22.3		Feet.
Junction C	81 11	73 "		40.0 638.8		62.2
D	1 11	21 "		15.6		701.0
Tunnel E	3700 ft	Level		****		716.6
Broad Mt   F	i m's	1	20 N		10	716.6
G	107 "	-	40		430	206.6
1			20 "		19	276.6
Mahonoy	1 "	24 "		6.0		266.6
K	51 "	64 "		365.0		272 6
Locust   1	11 14	Level				640.6
Summit & M	47 11	100	66.1		314	640.6
Shamokin C	33		72 "		108	326.6 128.6

The whole distance from Mt. Carbon to Sha. | following to be rather over than under what mokin being a fraction short of thirty-nine miles, from which deduct two and one-fourth miles of bridges, &c . and laying down iron road of rail and three-fourths miles of road to be made to pence, &c. complete a Rail Road communication, without inclined planes, from Philadelphia to the Susquehanns, at the confluence of the North and

In examining this route I have kept the three primary objects before noted stead ly in

By reference to the annexed plan of the coun route the road would accommodate the mining operations of a large portion of the Schuylkil Mahonov valley and creek soon after that let for the coal; and by keeping the road withand ascend the valley of Big run, through the coal. And this is all accomplished without in-Mahonoy Coal region, to the Locust summit .- juring, in the least, the more widely extended And from there, with a descending grade, in a interests and general utility of the road. Ano-North-west direction, through the gap in the ther favorable feature of this route deserving of Locust Mountain, and descend the valleys of note, is, that from the Mahonov coal region to Locust and Shumokin creeks, Quaker and Coal the proposed tunnel, or Broad Mountain summit tuns, to the junction, with the Western division | level, (the direction in which the coal of this of the Danville and Fottsville Rail Road, at region will be transported,) the ascending grade

In constructing this road, an expensive item is the tunnel through the Bond Mountain, it whole ascent, from the Mahonov level to the feet, the cost of the tennel is amply apply in the ced to the credit of the education fund. The would require six and seventy-nine hundreths ing and Pottsville Rail Road, and all similar immiles of road to overcome a summit elevation prove neats with which it will communicate, by of 173 feet, (thus, it would require four and this. throwing a great increase of tonnage and revety-two bundre hs miles, at a grade of 40 fort, one on those improvements. the tunnel will be.

gines will be capable of ascending with heavy

of the cost of construction; but I believe the quick transit for the products thereof to market; support pride until pride gets a fall.

the actual cost will be for graduation, tunnel,

Graduation-36] m., at \$6,000 per m. 220,500 00 Tunnel-3700 feet, or 1233} yds., at \$100 per yard,

Bridg-s-say 40.000 00 Iron Road - I track, 36] m. at \$5,000, 294,000 00 Incidental Expenses --- say 12,166 67

Graduation and one track,

Second Iron track, 36? miles,

294,000 00

Total, Graduation and double track, \$984,000 00 The following is a synopsis of the act passed

the General Assembly of this Commonwealth, April 11th, 1844, nuthorising the Governor to \$500 000, with privilege to increase the same this route to the Atlantic in preference to any paid on each share, the Governor shall, by letters tween Schrylkil-Haven and Pottsville, in certain communication, healtate for a moment to Schow kill county, provided, that if in the opingrous to the interest of the public, made to Haven, and Mine Hill Rail Road, or the Mt Carbon Rail Road, or the Mt. Carbon and Port Corbon Rail Road, or the Mill Creek and Mine Hill Rail Road, then or in such case, the said company shall have the privilege to unite their road with either of the said toads as may be leemed most expedient, except and provided. that the Rail Road shall not unite with the Schovliell-Haven and Mine Hill Rail Road, or even parallel within one mile, without the consent of the company owning the same.

The company have power to establish rules and regulations for the due ordering of all the travelling and transportation of mails, merchanscribe the kind of cars and carriages to be used thereon, and to regulate the transit thereon. As soon as any portion of said road is perfected, to place the room cars, carriages and wathe transportation of mails, passengers and commodities to the advantage of the public, and shall permit individuals to place thereon such ears, carriages and wagons, and to transport in their own cars their own produce, subject to the regulations of the company. And the company are authorized to charge and take tolls for freight and transportations of the passengers and merchandise at rates as follows, viz: on all goods, merchandise and minerals transported on said Rail Road, any sum not exceeding an average of three cents per ton per mile, for di, and three cents per ton per mile for transportation, and for the transportation of passenours not exceed a a three conts per nule for each passenger. The company to declare semi-an- Binner, and, as its correctness is youthed for and dividends of the net profes arising from the roud. When said profits exceed fifteen per cent. on the capital expanded, then the talls are to be | ern journal : cent, per annum, then one half of such excess a bushel of peaches, nor a calf, for any consishall be paid into the State Treasury, and plaroad to be commenced within three years, and

forming a chesp and quick medium of commumeation,) but also to the stockholders of the Schoylkill navigation, the Philadelphia, Read-

per mile, to surmount an elevation of 173 feet. In conjunction with the Philadelphia, Reads advices. He is mixed up' in cotton, and is a and two and thuty seven huncreths miles, at a ing and P. staville Rail Road of 94 miles, the gambles therein. Meantime he wants money grade of 73 best per male, to descend to the Mt. Carbon Rail Road 21 miles, this link of 361 drafts on his factor ! He wants corton good 4 same level.) which to estimate at \$6,000 per miles, and the Western divison and Sunbury and clothes for his plantation, that he could make mile for graduation, and \$13,000 per mile for branch of the Dany lie and Pottsville Rail Road at home. He orders them, and feels 'large,' The double track of iron road, (and no doubt but that of 19 miles, will form a continuous Rail Road manufacturer, the insurer, the shipper, the the business of the read will require a double communication of 152 miles, without inclined (reighter, the drayman, the warehouse man, the track,) making \$22,000 per mile, or \$147,180, planes, and of grades traversable with loconia- seller, and finally the commission merchant, a ? the cost of six and sixty-nine hundreths miles, tive steam engines, between Philadelphia and have a finger in the pic of profits, and the prog . saved, the 173 feet reduction of summit cleva- the Susquebasing at the confluence of the North | foolish planter pays them all. The year clos .. tion, or nearly \$24,000 more than the cost of and West Branches at Southery, travers ug to and he is 'up to his eye-brows' in debt! T' its course, and affording facilities to the mining is the result of his not calculating now even Until a final beat on of the road is made, it or erations of the Schuylk P., Mahoney and Shar guessing the difference between farming and will be impossible to give an accurate estimate | mokin anthracite cost region, and a cheap and | planting. One supports a family, the other

PRICES OF ADVERTISING.

square 1 insertion, Every subsequent insertion, -Yearly Advertisements: one column, \$25; helf column, \$18, three squares, \$12; two squares, \$9; one square, \$5. Half-yearly : one column, \$18 ; half column, \$12; three squares, \$8; two squares,

\$5; one square, \$3 50. Advertisements left without directions as to the length of time they are to be published, will be continued until ordered out, and charged accord-

C. Sixteen lines make a square.

and in conjunction with the navigation of the North and West branches of the Susquehanna, the Williamsport and Elmira Rail Road, the cur templated Rail Road from Shamokin to Dany !!e and other similar improvements, it is destined, at no very distant day, to be the main artery through which will flow the valuable timber 40,000 00 and agricultural products of the fertile valleys of the Susquehanns, the minerals from the bituminous region, and the iron from Montour's ridge to the Atlantic, and in return, the morchandise for the supply of a large extent of country, also the army of passengers travelling

And in the event of the completion of the contemplated Rail Road from Sunbury to Erie, incorporate the "Shamokin, Mahonoy and then the Western produce that finds its way to Schoy kell Rail Road Company."-Capital stock | the Lakes, will, in all probability, pass through S1.500,000 - Shares \$50 each - when three other. To sustain this opinion, I will here quate housand shares are subscribed, and five dollars from the report of the Philadelphia delegates to the Convention held at Williamsport, on the patent, erect the sub-cribers into a body politic. 16th of Nov., 1836, as follows: "Considering and incorporate, in deed and in law, by the name, then all the public works now in progress as style, and title of the Shamokin, Mahonov and | completed, it remains to be seen, whether there Schuytkill Rail Road Company. The compa- is not still another connection to be made of ewate author ged to construct a RailRoad of as | qual importance with any of these which have nany sets of tracks as they may deem necessa. been commenced, viz: A railroad by the ry, beginning at and uniting with the Western, trute of the West branch of the Susquehanna.

vision of the Danville and Pottsville Rail . . It is scarcely worth while to Road, at or near to the town of Shamokin, in pause to enquire, whether as a matter of public Northumberland county, and terminating at and concern only, Penn-ylyania should not avail uniting with the Philadelphia Reading and herself of her natural advantages, and with the Pottsville Rail Road, at some suitable point be means of making a shorter, a better and a more improve them. The significant fact of the giion of the president, directors and engineer of gantic effort now making by New York in the the said company, the road may be advanta- Eric Rail Road, should be decisive with every citizen of Pennsylvania. The West branch of terminate at and connect with the Schuylkill. the Susquehanna affords an avenue for a ratiway to the Lakes, which if improved may safely defy all competition. Let it be compared in point of distance, with any improvements now completed or in progress, and this superiority must be acceded. Assuming what is not in point of fact to be conceded that there is now choice of ports on the Lake, and that points of transhipment are equidistant from market, the length of the different routes is as follows :

> Buffala to New York by Erie canal Dunkirk " do " Erie Ruil Road 511 Cleaveland "Phila. by M horing canal 567 " Sandy & Beaver 573 " Chenango route 563 " W. Branch R R. 414

We have stated the distance, on the assumption that the parts of the Lake were equally elligible. So far from this being the case, that at certain seasons of the year, their relative geographical position confines the choice to Cleaveland and Erie, and it does not admit of dispute. that between them, every thing else being equal, there can be really no choice-the former being atterly destitute of any of the natural requalities of a good harbor, and admitting of but little artificial improvement, while the latter combines every requisite of perfect security. essy access and ample space."

All of which is respectfully submitted to the KIMBER CLEAVER, C. E. Pottsville Pa., March 1845.

The following description of a Southern planter appeared in a late number of the 'Planter's by the New Orleans Tropic, we presume that it may be copied without apology into a north-

Now for the picture of the Planter. He wouldn't sell a chicken, nor a dozen of eggs, nor deration. He is above that ! He raises cotton -he does! He rides in a six hundred dollar carriage for which he is indebt. He daughters thrum the piano that never will be paid for. Its buys corn which he could raise at ten cent- a bushel, and pays exty cents for it after 24 p cent advance to his commission merchant. 1 is could raise his own tobacco, yet he pays \$3 a. pound for 'R chmond scented.' He could raise his own hogs-yet he patronizes Cincinnate, The consequences are disastrous. Being the possessor of one staple, he fluctuates with the market of that article. He takes the 'Price Current'-he pays postage-he gobbles down the English news like a cormorant. If he sel a to-day he'il lose-therefore he'll wait for better