

PLANK ROADS.

An Act to Incorporate the Lewisburg & Brush Valley Plank Road Company.

Section 1. Be it enacted, &c. That William Cameron, Francis Wilson, Thomas Hayes, John Walls, Peter Beaver, H. P. Sheller, Eli Slifer, Samuel Geddes, Jonathan Wolfe, O. N. Worden, L. B. Christ, J. S. Marsh, H. C. Hickok, William Frick, Levi Storer, G. F. Miller, H. W. Fries, James McCreight, Daniel Rangler, Philip Bhal, D. D. Guldin, Jacob Seebah, J. D. Chamberlin, Martin Drisbeach, and John Chamberlin of Union county, and Thomas Wolfe, Dr. Samuel Strohecker, John Reynolds, John Kreamer, and John Foster, of Centre county, be and they are hereby appointed Commissioners to open books, receive subscriptions and organize a company by the name, style and title of "The Lewisburg & Brush Valley Plank Road Company," with power to construct a plank road from the intersection of Fourth and Saint Anthony streets, in the borough of Lewisburg, in the county of Union; by the Buffalo Cross Roads, to the west end of the Brush Valley narrows, in Centre county, at or near Stover's saw mill, by the nearest and best route, subject to all the provisions and restrictions of an Act regulating turnpike and plank road companies approved the twenty-eighth day of January, one thousand eight hundred and forty-nine, and the Supplement thereto, excepting that portion of the thirteenth section of said act relating to tolls which discriminates in favor of wheels of four inches and upwards; and the company hereby incorporated, shall have power to regulate their tolls within the limits prescribed by said thirteenth section, without reference to the width of the wheels in any case.

§ 2. That the capital stock of said Company shall consist of one thousand shares, at twenty-five dollars per share: Provided, that said company may from time to time, by a vote of the stockholders at a meeting called for that purpose, increase their capital so much as in their opinion may be deemed necessary to complete the road and to carry out the true intent and meaning of this act.

§ 3. That if said Company shall not commence the construction of their road within two years after the passage of this act, and complete the same within four years thereafter, this act shall be null and void except so far as the same may be necessary to wind up the affairs and pay the debts of said Company.

SYNOPSIS of an Act regulating Turnpike and Plank Road Companies, passed 26th Jan. 1849. Pamph. Laws, 10-17.

Section 1. Authorizes any five commissioners named in any special act incorporating said company, to open books to receive subscriptions of stock, after giving twenty days' notice in a newspaper in the respective counties, and requires the payment of not less than one nor more than five dollars per share at the time of subscribing.

§ 2. When in such special act is substituted, the commissioners may (or, if it be all taken, shall) certify the same to the Governor, who is required to issue letters patent creating the company and conferring upon them full corporate powers.

§ 3. Provides for the election of one president, five managers, one treasurer, and such other officers as may be needed; each stockholder or his proxy, having one vote for each share of stock not exceeding ten, and one vote for every five shares exceeding ten, but no vote allowed to vote unless their stock is fully paid up.

§ 4. Annual election for officers on the first Monday of November in each year.

§ 5. Certificates of stock to be issued, transferable on the books of the company, if the holder is not indebted to the company.

§ 6. Authorizes officers and agents of the company to enter upon any lands and enclosures to survey route, and examine materials, cut drains, &c., with the same rights and under the same penalties as supervisors of highways.

§ 7. Three managers to make a quorum; to keep minutes of their proceedings; and empowered to make all necessary contracts.

§ 8. Unpaid instalments of stock, after thirty days to be charged with one per cent. per month interest; and when interest equals principal the whole to be forfeited to the company; or the company may bring suit after sixty days.

§ 9. Damages to land in making the road to be agreed upon by the company and owners; and if they can not agree, three assessors to be chosen, and fix the amount. No property to be taken till payment made or secured.

For every five miles; and so in proportion for any lesser distance, or for any greater or lesser number of sheep, hogs, or cattle, viz:

Table with 3 columns: Animal, Rate, and Unit. Includes sheep (5 cts), cattle (10 "), horse and rider (10 "), sulky chair or chaise (6 "), do. with two horses (9 "), do. with four horses (10 "), do. with 2 horses & 4 wheels (12 "), do. with 4 wheels (10 "), stage wagon with 2 horses (12 "), do. with 4 " (4 "), sleigh for each horse (3 "), do. with 2 " (2 "), cart or wagon whose wheels shall be less than 4 inches for each horse (4 "), do. whose wheels shall be less than 4 inches and not exceeding 7 inches for each horse (2 "), cart or wagon with wheels more than 7 inches for each horse (1 ").

For fraud in misrepresenting distance traveled, \$5 fine to the company. For charging illegal tolls, \$5 fine, to go to the township, for repairing township roads. In both cases may be recovered by suit.

No tolls to be charged for funerals, going to public worship, and elections, and passing to any part of the same farm.

§ 14, 15, 16, 17, and 18, requires the company to keep the road in good repair, and imposes penalties for neglect to do so; with the right of appeal in certain cases.

§ 19, Imposes a fine of \$10 for going around a gate, and evading payment of tolls.

§ 20 and 21, reserve power in the legislature to change rates of toll when necessary; and repeal the charter when it becomes injurious to the public; in such manner, however, that no injustice shall be done to the corporators.

Synopsis of the Supplement to the above Act, passed 7th April, 1849, Pamph. Laws, p. 461.

§ 1. Owners of land entitled to damages for injuries to the farms, under the 6th section of the foregoing act.

§ 2. Assessors of damages to hand their report to nearest Justice of the Peace, within four days, who shall enter judgment thereon; either party having the right of appeal.

§ 3. Any malicious mischief done to the road to make it unsafe, punishable, upon conviction, by imprisonment in the county jail, not exceeding six months.

§ 4. Regulates the mode of changing the rates of toll.

§ 5. Makes this supplement apply to all companies governed by the foregoing act.

Structure &c. of Plank Roads. THEIR CONSTRUCTION. In the most generally approved system, two parallel rows of small sticks of timber (called indifferently sleepers, stringers, or sills) are imbedded in the road three or four feet apart. Plank, eight feet long and three inches thick, are laid upon those sticks across them, at right angles to their direction. A side track of earth to turn upon, is carefully graded. Deep ditches are dug on each side, to ensure perfect drainage; and thus is formed a plank road.

LAYING THEM OUT. In laying out a plank road, it is indispensable, in order to secure all the benefits which can be derived from it, to avoid or cut down all steep ascents. A very short rise, or even considerable steepness, may, however, be allowed to remain, to save expense; since a horse can, for a short time, put forth extra exertion to overcome such an increased resistance; and the danger of slipping is avoided by descending upon the earthen track. A double plank track will rarely be necessary.

CAPABILITIES. No one without experience in the matter, can credit the amount of travel which one such track can accommodate. Over a single track near Syracuse, 161,000 teams passed in two years, averaging over 220 teams per day, and during three days 720 passed daily. The earthen turn-out track must, however, be kept in good order; and this is easy if it slope off properly to the ditch, for it is not cut with any continuous lengthwise ruts, but it is only passed over by the wheels of the wagons which turn on the track and return to it. They move in curves, which would rarely exactly hit each other, and this traveling being over the earth, tends to keep it in shape rather than disturb it.

COVERING. The planks having been properly laid, as has been directed, should be covered over an inch in thickness with very fine gravel or pebbles, from which all the stones or pebbles are to be raked, so as to leave nothing upon the surface of the road that could be forced to injure the fibres of the planks. The grit of the sand soon penetrates into the grain of the wood and combines with the fibres and the dropping upon the road to form a hard and tough covering like felt, which greatly protects the wood from the wheels and horse shoes. Sawdust and tanbark have also been used.

LAYING. The plank should be laid directly across the road, at right angles, or "square," to

its line. The ends of the planks are not laid evenly to a line, but project three or four inches, on each side alternately, so as to prevent a rut from being formed by the side of the plank track, and make it easier for loaded wagons to get upon it, as the wheels, instead of scraping along the ends of the planks when coming towards the track obliquely after turning off, will, on coming square against the edge of one of these projecting planks, rise directly upon it. On the Canada roads, every three planks project three inches on each side of the road alternately.

DURABILITY. A plank road may require a renewal, either because it has worn out at the top by the travel upon it, or because it has been destroyed at the bottom by rot. But, if it does, it will have earned abundantly enough to replace it twice over, as we shall see presently. The liability to decay is therefore a secondary consideration on roads of importance.

DECAY. As to natural decay, no hemlock road has been in use long enough to determine how long the plank can be preserved from rot. Seven years is perhaps a fair average. Different species of hemlock vary greatly, and upland timber is always more durable than from low and wet localities. The pine roads in Canada generally last about eight years, varying from seven to twelve. The original Toronto road was used chiefly by teams hauling steamboat wood, and at the end of not six years began to break through in places, and not being repaired, was principally gone at the end of ten years. This road, having been poorly built, badly drained, not sanded, and no care bestowed upon it, indicates the minimum of durability. Oak plank cross-walks are in Detroit, the plank being laid flat as in the pine. It is believed that oak plank well laid, would last at least twelve or fifteen years. One set of sleepers will outlast two plankings. Several Canada roads have been relaid upon the old sleepers, thus much lessening the cost of renewal.—Scientific American.

A Supplement to an act entitled "An Act authorizing the Governor to incorporate the Sugar Valley & White Deer Turnpike Road Company."

Section 1. Be it enacted, &c. That the Governor is hereby authorized and required to subscribe on behalf of this Commonwealth to the stock of the Sugar Valley & White Deer Turnpike Road Company the sum of Ten Thousand Dollars, and as soon as any five miles of said road shall be completed and approved of he shall draw his warrant on the State Treasurer for a sum in proportion to the whole distance, and a like sum for every five miles, until the whole sum shall be drawn; certificates of shares to the amount of such subscription shall be delivered to the State Treasurer, and shall vest in the Commonwealth all the rights and emoluments pertaining to a share or shares as held by individual stockholders: Provided, That the amount of subscription hereby authorized shall in no one year exceed the amount of State taxes levied and collected in the townships of Green and Logan, in Clinton county, and White Deer, West Buffalo, and Hartleton, in Union county, through which the said road passes.

Foreign News. Boston, April 18.—The America has brought the following late intelligence from Europe:

The Advertiser says that the formation of the basis of an anti papal league has been concluded; and that the confederacy will be one of the most formidable of which we have any example in the ecclesiastical annals of the country.

The League will be inaugurated by a great gathering in the largest place which can be obtained in London. When its constitution and plans are brought before the public, it will be seen to be more than defensive. It will assume the aggressive, and bring its means and appliances to bear even on the city of Rome itself.

One of its principal objects will be to induce the British Government to demand from the Pope the privileges to English Protestants in Rome which are so abundantly granted to Roman Catholics in this country.

Later from Europe. The steamship Pacific, of the Collins' line, Capt. Nye, arrived at quarantine at New York on Saturday morning at ten o'clock, having left Liverpool on Wednesday, April 6th, at 2 P. M.

This makes her running time just nine days and twenty hours, which is the quickest passage ever achieved. The only voyage comparable to it was that made by the same vessel last summer, when she took only ten days and four hours. Considering the time of year, this last trip is astonishing, and sets the question of the comparative speed of the American and English steamers at rest—at least for the present.

The news is not of great general interest. The agricultural crop is likely to be seriously affected by the weather, according to present indications.

All the members of the Municipal Council of Milan have resigned, in order to avoid the necessity of paying homage to the Emperor of Austria during his apocryphal visit to the city.

Tremendous earthquakes occurred in the latter part of February, on the coast of the Black sea, in Asiatic Turkey, and on the Island of Rhodes.

The town of Levisay, which contained 1,500 houses, has not one left standing, and no less than six hundred human beings are reckoned to be under the ruins, which number would have been awfully augmented had the shock been after night-fall, when the inhabitants retire to their homes after the labors of the day. Other villages shared the same fate.

FROM CALIFORNIA. New York, April 18.—The steamer Prometheus, from Chagres, with 260 passengers, and ten days later news from San Francisco, arrived here at nine o'clock, this evening. Her advices from San Francisco are to the 15th of March.

The Legislature have passed a bill for a system of Common Schools, which meets with general approbation. It has also prohibited the sale of lottery tickets.

On Wednesday morning, 12th ult., a fire broke out in Nevada City, which destroyed two hundred houses. The loss is upwards of one million of dollars.

By this awful calamity, which is supposed to have been the work of an incendiary, over two thousand persons, including many families, have lost their all.

A meeting was held on Thursday, the day after the fire, to take measures to ascertain the perpetrators of this horrible act of incendiarism. Should they be discovered, the people will execute summary vengeance upon them.

The Indian Commissioners were at Mariposa, as also the State Volunteers. No Treaty had yet been formed with the Indians.

Lynching was still in force. Two Yankees, James Baxter, of Maine, and Charles Simmons, of Massachusetts, were found guilty of horse stealing, and immediately hung.

From Nicaragua. The New Orleans Picayune of the 11th inst. has late and interesting advices from Nicaragua. The governments and people of Nicaragua and Mosquito have assumed an attitude of unfriendliness to the American residents, and about 300 who had established themselves between Realejo and San Juan, have been compelled to leave in consequence of ill treatment, the natives refusing to deal with them. They embarked at San Juan for New York. Many Americans with large stocks of goods will be ruined.

Some fifteen or eighteen Americans had been murdered on the road from Realejo. Daniel H. Mowrey, of St. Louis, was left on the road for dead by the natives, but recovered and escaped. The Americans had sought redress from the authorities, but had been unsuccessful.

The cause of the hatred towards the Americans was English influence, and the intrigues of the British Consul, Chatsfield, aided by the foreign merchants. A. C. Maynard, of Western New York, is one of the number murdered. His body was cut in two, and he was robbed of several thousand dollars.

The store of Mr. Samuel Thompson, in Hephburn township, Lycoming county, was burned to the ground, on the 13th inst. Part of the goods were saved. The loss is about \$1000. Insured in the Genesee Mutual, New York. The store-house belonged to Mr. D. R. Mahaffey, and was insured in the Lycoming Mutual to the amount of \$234. The tavern adjoining was slightly damaged. It is not known how the fire originated.

It is estimated that near \$50,000 are annually expended in Pittsburg for rum. The former Prosecuting Attorney says that seven-tenths of the county tax levied, while he was in office, was derived from the use of intoxicating drink, and that almost every criminal case, (and the criminal cases occupy the principal time of the court generally) could be traced directly to intemperance.

Washington, Apr. 19.—Professor Page's electro-magnetic locomotive was exhibited to-day on the Washington railroad, in the presence of a large concourse of spectators. The experiment was partially successful, a power equal to five horses being obtained; but the car ran very slowly. Its self-moving appearance on the track was unique, and created much wonderment.

Wheeling, April 20.—Jenny Lind's western tour is rapidly coming to a close. She is announced to sing in this place on Thursday evening, and at Pittsburg (where the new Masonic Hall is being fitted up for its occasion) on Friday evening. She will then proceed to Baltimore, Philadelphia and eastward.

Norfolk, April 19.—On the 12 inst there was a gathering of the Union men of Mobile, which is represented to have been the largest and most enthusiastic convention of the people ever held in that city. The resolutions go for the Union, and even repudiate dissolution as the last resort.

Albany, April 19.—Governor Hunt has issued a proclamation convening the Legislature at the Capitol, on the 10th of June. The election to fill vacancies caused by the resignation of the Democratic Senators, will take place on the 20th of May.

The aggregate amount of appropriations embraced in the bill recently passed by the Legislature of Pa., is \$4,221,532, being somewhat larger than usual.

Boston, April 19.—New bills of indictment were this morning filed against the rescuers of the slave, Shadrach.

THE CHRONICLE.

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Lewisburg, Pa.

Wednesday Morning, April 23, 1851

ADVERTISE!—Executors, Administrators, Public Officers, City and County Merchants, Manufacturers, Mechanics, Farmers, Men—all who wish to procure or to dispose of anything—would do well to give notice of the same through the "Lewisburg Chronicle." This paper has a good and increasing circulation in a community containing as large a proportion of active, solvent producers, consumers, and dealers, as any other in the State.

Union County Democratic Delegate Meetings—Saturday, 10th May; polls open from 2 to 5, P. M.

Union County Democratic Convention—New Berlin, Monday, 12th May, to elect Delegate to Judicial Convention.

Scott County Court—Monday, 19th May.

Scott County Meeting—Tuesday, 20th May.

Agricultural Court Meeting—Wednesday, 21st May.

Democratic State General Convention—Reading, 4th June.

Democratic State Judicial Convention—Harrisburg, 11th June.

Whig State Convention—Lancaster, 24th June.

An Apprentice to the Printing Business, wanted at this office.

The old Bridge at the mouth of the Buffalo creek is now removed, preparatory to the new and more imposing structure. Persons wishing to cross with teams, must pass over at Wolfe's mill, a mile up the Creek.

University at Lewisburg. We were unable to be present at the Examinations last week, but understand from intelligent visitors, that the various classes acquitted themselves in a thorough and satisfactory manner.

The attendance at the Public Exercises on Wednesday afternoon, was unusually large, notwithstanding the inclemency of the weather. The audience were treated to some remarkably good speaking, and choice vocal music that lent a rich charm to the proceedings.

Thanks to Hon. Wm. F. Packer, Col. Slifer and E. Armstrong, Esq., of the Legislature, for various public documents, received up to yesterday, through the mail. Our friend the Col. gained three days on the Harrisburg mail, coming home; but we'll till we get the Telegraph going, and we'll "head" him.

The recent Legislature re-organized three Judicial Districts, as follows: Center, Clinton, Lycoming, Northumberland; Sullivan, Bradford, Susquehanna; and Montour, Columbia, Luzerne, Wyoming. Union and Mifflin form a complete District, as before.

An appropriation of \$175,000 is made for the continuation of the North Branch Canal, and the same amount for the Portage Road. Any surplus remaining in the Treasury, to be equally divided between those two works.

Susquehanna Rail Roads. We are glad to learn that a charter was granted to the Baltimore & Susquehanna Rail Road Company, authorizing them to continue the York & Cumberland Rail road from the Harrisburg Bridge, up the west side of the Susquehanna river till it intersects the Central Road, a distance of seven miles. In consideration of this grant, the company is bound to make the Harrisburg & Sunbury Rail road, completing seven miles of the latter road, for each mile finished of the former, which is equivalent to the entire completion of both roads, at the same time. The Company are privileged to continue on the east side of the river all the way from Sunbury to Harrisburg if they choose, or they may cross to the west side of the river at Halifax, or any point below that may suit their convenience, and connect with the Central Road. It is to be completed in less than two years.

A grant was also given to build a rail road from the town of Erie, Pa., to the State line, to meet and connect with the Ohio Rail road; and in return for this grant, eighty miles of the Sunbury & Erie Rail road are to be made and put in working order at the same time, viz., forty miles east from Erie, and forty miles west from Williamsport. As the Ohio connection is a much coveted prize, those different sections will doubtless be finished at the earliest practicable moment. The connection between Sunbury and Williamsport on this side of the West Branch, will then soon follow, as a matter of course. The revenues of the road, both east and west, will greatly aid the completion of the intervening links to Erie.

Mr. Evan Lewis, late a Student in the University at Lewisburg, sends us a letter and handbill from Baltimore, warning all California-bound travelers against the steamer "Brother Jonathan," of New York. The complaints against the ship and its proprietors, are signed by 50 passengers. People can not be too cautious in choosing ships for any voyage, and even then they are liable to disappointment.

We are informed our friend R. C. Ross, now of Lewistown, is about to take the tour of Europe, armed with a commission of Lt. Col. from Gov. Johnston. We wish him a speedy and safe and satisfactory voyage.

"The Volksfreund," (People's Friend) is the name of a neat-looking German paper just started at New Berlin in this county, by F. & E. Smith. It is pledged to support the regular nominees of the Whig Conventions.

Lewisburg & Brush Valley Plank Road Company.

Our readers will find in the Chronicle to-day, a copy of the Act passed just before the Legislature adjourned, incorporating the above-named company; and also, a synopsis of the General Law, and its Supplement, to which this and all other plank road and turnpike companies are subject. Any of our readers who wish to see the latter act in full, can readily do so, by calling on the nearest Justice of the Peace, and getting the Pamphlet Laws for 1849, pages 10 to 17, and 461-2. An interesting and reliable article on plank roads from the Scientific American, is also given; and will be followed hereafter by others of a similar character, in order to lay before our readers all the information on this subject we can lay our hands on.

It needs no argument to prove the self-evident advantages of this improvement, when completed, to the people of Brush and part of Sugar Valley, and along the line of the road, as well as to the citizens and business men of this borough. It will furnish an excellent outlet for the lumber, bark and produce of those regions, as well as accommodate the mills, lime-kilns, limestone quarries, and travel generally of this route. It would furnish an accessible market for all these various interests; save fifty per cent. of the time usually spent in getting down and back; and about an equal amount in the wear and tear of wagons, gearing, horse flesh, and horse shoes; enable the same team to haul double the loads now taken; increase the value of lands; and give a fresh impulse to business operations in that direction. The original cost of plank roads is from \$1,200 to \$1,800 per mile, depending upon the nature of the route, the amount of grading to be done, and the cheapness and accessibility of timber with which to make it. It is well known that the line of this contemplated road is decidedly favorable, from the abundance of timber, and the natural uniformity of the grade. That part of the route where an artificial road of some kind is most needed, and would prove most expensive, is from this place to the Buffalo X Roads, which is almost impassable in the spring and fall. It has been contemplated for some time to be made by the people of the township to Macadamize that part of the road, as the cheapest and most permanent method of keeping it in repair. Plank roads are better and from one-third to one-half cheaper than Macadamized roads, and the same amount of money subscribed by the Township authorities for a plank road, would make a better road, reaching some two miles beyond the Cross Roads. A large portion of the community in both counties, as well as many responsible and enterprising individuals, are interested in the success of this improvement, and from its importance and ultimate value we presume reasonably prompt and efficient efforts will be put forth to get the projected road under weigh.

It will be seen that the Turnpike from Sugar Valley to the River, has at last received a sufficient appropriation to secure its completion. Most of the money is to be expended within this county. The country will prosper by the opening of this and all similar means of intercommunication.

DISTRESSING ACCIDENT.—We learn that Mr. Wm. L. Castle, who removed recently from Chillisburg Tp, opposite Lewisburg, to Montgomery Co, lost his eldest child, a girl of 9 years, under heart rending circumstances. On Friday week, as the boat on which he had his family and effects was coming up the Schuylkill near Grey's Ferry, in company with two or others, in tow of a steamer, a rope thrown from one boat to the other struck this little girl and threw her overboard, in front of the boats, which doubtless passed over her, as she immediately disappeared, and no trace of her whatever has since been discovered. The parents are almost frantic under this sudden and distressing bereavement.

Our younger brethren of the Berwick Telegraph and M'Evansville Intelligencer have got into a family quarrel about Montour county, and the last Intelligencer "twits" his namesake of the Telegraph about its diminutive size! This wont do—such a severe hit should not be repeated. Remember

"Children, you should never let Your angry passions rise; Your little hands were never made To tear each other's eyes out."

GREAT STORM.—The Atlantic sea board was swept last week, from the Virginia Capes to Maine, by a furious storm (the heaviest in thirty years, the Baltimore Sun states) causing immense damage to shipping, bridges, buildings, rail roads, and especially in Massachusetts, where the loss is set down at \$2,000,000. The Minot's ledge light house, near Boston, was completely demolished, and its two attendants drowned.

Prof. C. Kalisch will give a concert at the Odd Fellows' Hall in Milton, on to-morrow (Thursday) evening.

Allen, Free Soil, has been re-elected to Congress from Massachusetts; no choice in three other Districts. By a recent law, a plurality elects on the next trial.

We saw a drunken man lately trying to get a watchman to arrest his own shadow. His complaint was, that "an ill-looking scoundrel kept following him!"

Gen. Hugh Brady.

The Telegraph announcement in our last of Gen. Brady's death, was somewhat premature, as he lived several days after the fatal accident occurred. It seems that at noon of the 10th inst., while the General was driving a span of spirited horses thro' Miami avenue, Detroit, they took fright at the process of erecting a telegraph wire, and after running a short distance threw him from his buggy against a post, fracturing his skull over the left eye. Immediate relief was at hand, and every possible effort made for his recovery. He was perfectly aware of his situation, the brain uninjured—the danger being more from the loss of blood and the general shock to his system, than from the fracture; but he finally sunk under the injuries. Few if any living men have served their country longer or more faithfully than Gen. B., and few encountered more perils in hard fought fields. He escaped them all, however, to meet with an accidental death when apparently free from all danger.

Gen. Brady was born near Shippensburg in Cumberland county, Pa., but was removed at an early age to Northumberland county, and at the time of his death was in his 84th year. In March 1792 he entered the Army as an Ensign of infantry, and fought under Gen. Wayne, with credit; and on the 6th July, 1822, he was appointed Colonel of the 22d infantry.

In the battle of Chippewa, he headed this regiment, which was almost annihilated in that hard-fought field; the Colonel himself being severely wounded. On his sword and belt worn on that occasion, can be counted more than a dozen marks of shot received in that action. His rank in the line ever since the war, has been that of Colonel (of the infantry,) although by brevet he has held the rank of Brigadier General, since July 6th, 1822.

Gen. Brady has not for many years performed any active duty. His headquarters have been at Detroit for a long time, and he contributed greatly to preserve peace on the frontier during the "patriot" disturbances in Canada. During the administration of Gov. Ritner, his native State, in early acknowledgment of his services to his country, presented him with a splendid sword. In Detroit where Gen. Brady was the best known, he enjoyed the high esteem of every citizen, as a brave soldier, and an upright, honorable man.

Samuel Brady, the noted "Indian Killer," was a brother of Gen. Hugh Brady. His twin-sister died at Sunbury three or four years ago; but he leaves many friends in this county, among them a widowed sister, at Sunbury, supposed by some to have been the first white person born in the region.

Of the 431 Acts, &c., passed by the late Legislature, we select the following as most interesting to our readers, and not heretofore noticed in the Chronicle:

- An act to extend the charter of the West Branch Bank at Williamsport.
A supplement to the act incorporating the Williamsport Bridge Company.
Resolution relative to granting a portion of the public lands to soldiers and sailors who served in the war of 1812, and soldiers of the Indian war.
An act providing for the publication of the Colonial Records, and other original papers in the office of the Secretary of the Commonwealth.
A supplement to an act entitled "An act relating to inns, taverns, and retailers of vinous and spirituous liquors, passed the 11th day of March, in the year of our Lord 1834."
An act to lay out a Star Road from John Getler's, in Union county, to Benedict's mill, in Mifflin county, &c.
A supplement to the act providing for the publication and distribution of the pamphlet laws of this Commonwealth.
An act relating to the borough of New Berlin, Union county, a certain lot of ground belonging to Samuel B. Waters; and for the alteration of the borough law of Lewisburg, in Northumberland county.
An act to fix the time of holding elections in the borough of Northumberland and township of Coal, in Northumberland county.
An act to incorporate the Springville and Tunkhannock Creek Turnpike and Plank Road Company.
An act to incorporate the Pennsylvania Academy at Sunbury, in Northumberland county.
An act to incorporate the Pennsylvania State Agricultural Society.
An act to reduce the shares of stock in the Bellefonte, Armstrong and Youngstown Furnace Company, &c.
An act providing for the appointment of road viewers in the counties of Northumberland, &c.
An act relating to Union county, &c.
An act to incorporate the Muncy Copper Mining and Smelting Company, in Lycoming county.
An act changing the name of the Northumberland and Point Industry, a volunteer company; &c.
An act supplementary to the death of General Zachary Taylor, late President of the United States.
A further Supplement to an act to incorporate the Little Schuylkill and Susquehanna Rail road Company, now the Catawissa, Williamsport, and Erie Rail road Company.
An act relative to hawkers and pedlers in Northumberland county, &c.
An act relative to the payment of certain companies by the Treasurer of Union county, &c.
An act to repeal an act authorizing the laying out of a State road, in Lycoming county, &c.
An act relating to the common law of judgments and decrees; for the payment of money to the widows and children of decedents; to partitions in the Common Pleas; relative to penalties on telegraph operators; to pleadings in certain actions of debt; to actions of ejectment to recover possession of land; to partnerships of decedents to inherit by entry in possession; and to limitation of writs of entry in possession; and to the execution laws; to reports of the Supreme Court; to appeals; relating to work, borough and township officers; to the acknowledgment of deeds, and separation of life estates.
An act to provide for the election of judges of the several courts, and to regulate certain election districts.
An act supplementary to the act incorporating the Williamsport & Elmira Railroad Company.
An act relative to actions for damages sustained by injuries to persons or property by negligence or default; and relative to service of process on agents of joint stock companies, &c.
An act to incorporate the Trout Run & Newburg Plank Road Company.
An act to provide for the ordinary expenses of government, the repair and maintenance of public canals and railroads, and other general and special appropriations.

A man (not Webster, the uncle) has been arrested, who confesses that himself and four other men murdered the Coaden family, in Maryland, and that the only motive was plunder. Three of the four others implicated, have been arrested, and there is a prospect that the horrible mystery may be revealed.

The Supreme Court has allowed a writ of error in the case of Martin Peiser, convicted of the murder of his wife in Schuylkill county, and now under sentence of death, and granted him a new trial.

The Democrats have gained the State officers in Rhode Island, and the Whigs have gained the Legislature which elects the State Officers, in Connecticut.

Daniel Webster's friends have been refused Faneuil Hall for a speech from him.