

From the Bradford Reporter, Extra.]
North Branch Canal.

LETTER II.

Its early projection—immense chain of Inland Navigation united and extended by it.
Before entering upon any consideration of the revenue which the State would derive from the completion of this work, it is proper I should look at its present condition, and the probable cost of such completion.

The dimensions of the work, as far as constructed above the mouth of the Lackawanna, correspond with those on the line extending down the river to Columbia. The width is twenty-eight feet on the bottom; forty feet at the surface, providing for four feet depth of water. The locks are ninety feet long by six feet wide in the chamber; and the lockage, from the mouth of Lackawanna to the State line, averages but little over two feet per mile. Its capacity, when completed, would therefore be ample to pass a million of tons each way, every year.

I have said, that part of the North Branch line above the Lackawanna, is designated in our Canal Reports as the "North Branch Extension;" in order, probably, to distinguish the expenditures upon it, from those on the line below, which, down as far as Northumberland, was called originally the "North Branch Division of the Pennsylvania Canal." This "North Branch Extension," is again divided into the "Tunkhannock Line"—from Pitston to the mouth of Wyalusing Creek, fifty-four miles and nineteen chains; and the "Tioga Line"—extending from the Wyalusing Creek to the State line, thirty-nine miles. The amount already expended on each of these divisions, is about the same;—the gross sum on both, is \$2,484,939 60. The amount necessary to complete the upper section, or "Tioga Line," is \$215,656 08;—the lower, or "Tunkhannock division," would require upwards of a million of dollars. To be precise: the amount required, according to his estimate, to complete both lines, is \$1,277,452 81. It is proper to state, however, in this place, that the experienced Engineer, (Wm. B. Foster,) who made this estimate, on the part of the State, made it in accordance with the original plans of the work, which were of the most beautiful and durable description. If completed under the specifications and contracts existing at the time of the suspension—and more than two thirds of it has been already so completed—it would be one of the best canals, in regard to the manner of construction, in the Union; and I may add in the same connection, one of the cheapest.

The same able Engineer, at the instance of some public spirited individuals of Philadelphia and the Northern counties, made a re-survey of the work in 1847, with a view to report upon its present condition, and to ascertain the probable cost of a substantial, but economical completion; such as consisted with the more limited means of private enterprise. He gives the following as the result of a careful examination:—

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| 1 Dam across the Chemung, at Athens, | \$14,767 00 |
| 2 Dam across the Susquehanna, 107,252 00 | |
| Total estimated cost of Dams | \$122,019 00 |
| 9 Aqueducts, three of which are partly built, | \$109,718 00 |
| 27 Locks and 2 Guard-gates, three of the former being completed, some work done at six others, | 143,625 00 |
| 31 Culverts, ranging from 2 to 24 feet span, | 35,220 00 |
| 2 Towing-path bridge over the Chemung, | \$11,028 00 |
| 1 do over small run at Towanda, | 500 00 |
| 64 Road and farm bridges over the canal, of which 24 are either finished or partly so, | 27,600 00 |
| Total estimated cost of bridges, | \$39,128 00 |
| 27 Lock houses, | 13,500 00 |
| 19 Waste-weirs, five of which are partly finished, | 10,000 00 |
| 18 Water-ways around Locks, Making roads where destroyed by canal, | 8,600 00 |
| Making fence, 15,000 rods, | 11,700 00 |
| Removing buildings from the line of canal, | 2,400 00 |
| Sections, comprising Excavations of Earth and rock, embankments, Vertical and Slope Walls, Lining, Fudding, &c., | 699,727 00 |
| Total cost of completing line, | \$1,106,037 00 |

The foregoing estimate contemplates a permanent and useful work, dispensing with all ornament, and only providing for what is necessary to make it substantial.

The Dams are designed to be made of round and square timbers, well framed and pinned together, and compactly filled with stone; the slopes to be covered with oak timber, not less than eight inches thick, and well secured to the Dams with iron bolts. The abutments are to be founded at such depths as to render them secure, and to be built of heavy durable stone. At each dam, provision has been made in the estimate, for the construction of a chute, suitable for the safe descent of arks and other river craft.

The Aqueducts will be upon gravel foundations, and are designed to have heavy stone buttments and piers, resting upon a platform of timber and plank, sunk to such depths as to render them secure from the action of the floods in the several streams, and prevent their undermining. The masonry to be rubble-work, of large durable stone, well bedded and jointed and laid dry. The superstructures to be of wood. In cases where the spans do not exceed thirty-five feet, the trunk will be supported by string pieces laid longitudinally under it; and where the spans are to exceed thirty-five feet, the trunk will be supported by arch and truss work of sufficient strength to bear any weight that may be required.

The Locks are designed to be built with good, heavy, durable stone, laid dry and faced with planks. The composite Lock is best adapted to the circumstances of this canal; as no stone suitable for cut stone locks are to be had, at reasonable cost; while those of a good quality for a composite lock, are easily obtained.

In regard to the present condition of the work, he states that he finds in a "remarkable state of preservation." The walls and embankments stand firmly, and the only injury the work has sustained by its suspension, consists in the natural decay of those wooden portions of the locks, waste weirs and bridges which were wholly, or in part completed; and at three points on the line, where land slides have broken from the mountain sides and partially filled the canal. This latter source of difficulty, does not exist to near as great an extent, as he had apprehended; and makes but a small item in the estimated amount of work required to complete the line. The points at which these slides are likely to occur, are all now well developed, and by proper care in construction, the line may be so arranged as to avoid for the future, all interruption or difficulty from this cause. The location of this canal is upon a high level; and unlike most other canals in Pennsylvania, will not be liable to injury from the periodical floods in the river. On this point he examined particularly with reference to the flood of March last, which had proved so destructive upon the Delaware, Susquehanna and North and West Branch Divisions of the State canals; and found, with the exception of the feeder levels, that this, the greatest flood which has occurred for more than half a century, had not reached in general, above the plane of canal bottom; and in no single instance had the water passed over the banks of the canal where they raised to their full height. I feel entire confidence in the opinion, that if this canal had been finished and in use, it would not have sustained damage, by this extraordinary flood in the river, to the amount of \$500, throughout its entire length. This is an important fact in reference to the value of this improvement. While the Delaware Division sixty miles long, was damaged to the amount of twenty-eight thousand dollars, the Susquehanna and Branches one hundred and eighty-six miles, to near sixty thousand, and one hundred miles of the eastern portion of the Main Line, to the amount of thirty thousand dollars, here we have a line of ninety-four miles, so located and thus far constructed, as to be secure from the highest flood that has occurred within the past sixty years.

Another important fact in reference to the cost of completing the North Branch Canal should not be omitted in the present view. The lands to be occupied, have nearly all been released to the Commonwealth, for the use and occupancy of a canal, to be constructed by, or "under the authority of the State of Pennsylvania." This item, often a vexatious and costly one in the construction

of public works, is nearly out of the question so far as concerns this work. The few remaining cases, where releases were not obtained, present no serious obstacle in the way of its progress; as the desire of the citizens and owners of lands along the line of this improvement is so strong for its completion, that I do not apprehend the least embarrassment or difficulty from this source.

A connection of the North Branch line with the Chemung Canal at Elmira, is essential to make up the whole chain of inland navigation from Title Water to the great Lakes; and without this, some of the advantages which would otherwise be derived, might fail to be realized. There need be no hesitation, on this account, in urging forward the work on the North Branch. The distance of the connection is only seventeen miles along the valley of the Chemung; and will be easily and expeditiously made. From information recently derived through a member of the Canal Board of New York, I have no doubt that State will carry out its original plan of uniting the Chemung line with the Pennsylvania improvements. Be this as it may—a law containing very liberal provisions, was obtained from the New York Legislature, in the winter of 1846 incorporating the "Junction Canal Company" for this route. I speak advisedly, when I say, within one month from the time Pennsylvania resumes her work on the North Branch, a company will be organized and measures taken to complete this seventeen miles, from the State line to Elmira. Besides the New York and Erie rail-road will be finished to Elmira next summer. At the State line, this road is located within a few rods of the terminus of the Canal; and provision has been made by law, for connecting with it, if necessary.

True policy would dictate the commencement of the work on the North Branch at both ends of the unfinished line. Less than \$100,000 would complete and open it for navigation, above Towanda—a distance of seventeen miles. The whole "Tioga line" from the mouth of Wyalusing creek upward, thirty-nine miles, could be opened for a little more than \$200,000, according to Mr. Foster's estimate. A company is now organized, and only wait the commencement of the work on this upper portion of the Canal, to construct a railway or a plank road, to the Towanda Coal mines. So that this upper division would soon be in profitable operation. It would be an illiberal and unwise policy to retard all enterprise on this division, until all should be complete below; and nothing would be gained by such a course, to the people of the Wyoming coal region.

Having thus adverted to matters naturally preliminary to a discussion of the probable trade and revenue of the North Branch Canal—I shall proceed in my next to consider those subjects.

C. L. WARD.

A GOOD SIGN.—A correspondent of the Boston Evening Traveller says: An incident occurred at one of the large hotels at Troy, New York, where I made a brief sojourn, that pleasingly illustrates the progress of temperance. As a numerous company sat down to dine, a drinking bill of fare was placed at each plate embracing not less than thirty different kinds of wines and liquors. The "wine list" was a polite invitation to us to whet our appetites for dinner. But there was no acceptance! Not a solitary guest touched a drop. Every goblet was filled with pure cold water! It was quite a triumph, worth enjoying.

Had N. Y. and Pennsylvania (which are in fact Democratic States) gone for Cass, Taylor would have received but 101 electoral votes, and consequently would have lacked 45 votes of an election. Let the Whigs remember this, while they are crowing.—*Baltimore Republican and Argus.*

Had your aunt been a man, she would have been your uncle. Let her nephews remember this while they are calling her their 'aunt.'

The Tribune's dispatch from Washington yesterday, says, the House has today passed to its third reading, a bill creating a Deputy of the Interior, by a vote of 111 to 67.

WYOMING CO. WHIG.
C. E. LATHROP, EDITOR.

Wednesday, February 21, 1849.

The Whigs stand where the Republicans of 1793 stood, and where the Whigs of the Revolution were, battling for Liberty, for the People, for Free Institutions; against Power, against Corruption, against Executive Encroachments, against Monarchy.—*Henry Clay.*

There will be a meeting of the Wyoming county Bible Society, in the Presbyterian Church, this (Wednesday) evening. An address may be expected by Rev. Mr. Howell, Agent of the State Bible Society. All are invited to attend.
HENRY STARK, Sen. Pres't.
Feb. 21, 1849.

NORTH BRANCH CANAL.

In common with the people of Northern Pennsylvania, we owe a debt of gratitude to those persons in other portions of the State, who, having no special interest in the matter have labored zealously this winter, to secure the completion of the North Branch Extension. Should it be completed, they can in after years, recur to the fact of their having so directed their influence, with proud and hearty satisfaction.

He is a benefactor, who exerts himself for the well being of his kind: certainly not he who only cares for self. The spirit which actuates the latter, moving in a community, would effectually destroy its vitality. That community in which liberality is the prominent feature, will always thrive, despite the most untoward circumstances.

We are led to these remarks from the fact of having noticed in some of our legislators, a manifestation of the same illiberal spirit towards their fellow citizens of other sections.

It would seem that members of the Legislature have only in view the passage of laws designed to effect their own immediate constituency. The legislative body represents the interests of the whole State, and should therefore consider every Act in the light of its operations upon the great mass of the people.

There are men in our Legislature who oppose the completion of the North Branch. And why? Because they have their own private purposes to accomplish, and fear that it might defeat their schemes. We do not believe there are many such; but just enough to render it difficult to pass a law calculated to effect the public good.

The completion of the North Branch Canal is urged upon high grounds. Every thing is urged in its favor—nothing can be urged against it. It is asked for, not because it will benefit the people of Wyoming county, Bradford county or any other county; nor even of Northern Pennsylvania; but because it will benefit the people of the whole Commonwealth, both directly and indirectly. The supporters of the measure are public benefactors in every sense of the word, and deserve the thanks and esteem of every one interested in the prosperity of the State.

There are some who oppose the measure—at the same time not doubting that its completion would be greatly beneficial—on account of its increasing the already enormous State debt. But is this a valid objection? Is there a man who, after having partly completed a work, would refuse to finish it, when by a loan he could do so, with the assurance that the productiveness of the work when completed, would enable him to repay the loan, and to realize a fair percentage on his investment? We think not. But this is the precise condition of the North Branch Canal. Less than half the amount already expended on it, will complete it; and when completed, it would be the most productive line of canal in the State.

The *Daily News*, in an able article on the importance of the completion of the North Branch, holds the following truthful language in regard to the idea of its embarrassing the State:

"The condition of the commonwealth demands great caution in undertaking anything that may add to her burthen; and we commend the judicious and deliberate spirit which is manifested by our representatives. But it is possible to permit prudence to degenerate into cowardice, and to lose the good we ought to win by fearing the attempt." "Though somewhat crippled by past extravagance, it is not necessary that all idea of progress should be abandoned. The best mode of lightening our present load is to add to our resources by a cautious enterprise and a guarded energy. If we stand still to wait for better times, we will petrify into marble—a monument of spiritless dullness and nerveless imbecility."

SARTAIN'S UNION MAGAZINE, for February, we have received. Of the different Magazines published in the country, we think Sartain's takes the lead. The present number is beautifully embellished, and choicely filled. Terms \$3 a year—address J. Sartain & Co., Third st., opposite Merchant's Exchange, Philadelphia.

THE CINCINNATI ATLAS publishes Washington's Farewell Address as a reply to the manifesto of Southern agitators.

Death of the Folk Dynasty.

But a little while now, and the present general Administration will have died a natural death.

Not so its blighting effects upon the prosperity and industry of the country. They will live—be felt years hence, and perhaps never recovered from. Future generations have yet to witness the results of the policy of Polk's Administration.

In reviewing its history, we behold a succession of acts, fraught with imminent danger to the country, and which may result in its dissolution. Fastened upon the country by a system of fraud and deception, its every act has been with a view to secure the continued ascendancy of a corrupt and designing faction. The interests of the people have been overlooked, and opposition to their known wishes has marked every step of its progress. In the face of a great majority of the American people, it has extended the curse of human slavery; and in spite of their earnest remonstrances, held in check the developing energies of the country. It has declared war against a sister Republic in violation of the Constitution, and terminated it with an immense loss of blood and treasure.

Mr. Fuller's Speech. We find in the *Harrisburg Telegraph*, the speech of Henry M. Fuller, Esq. of Luzerne, delivered in the House of Representatives of this State, on the North Branch Extension, a week or two since. We regard it as a splendid effort—deep in research and incontrovertible in argument. A greater amount of important information we never saw condensed in the same space. Mr. Fuller has taken the lead in the movement at Harrisburg, and if an appropriation is made, to him more than any other man, will the State be indebted for it.

It is our intention to lay the speech before our readers next week, believing it will be read with interest and satisfaction.

California Emigrants.

We understand that Jas. B. Harding, E. Q. Harding, Jas. Lee, and E. Jenkins Harding, residents of Eaton township in this County, left for the gold diggings on Thursday last. One or two of the citizens of our Borough, are preparing to leave for the new El Dorado in a few days. Those on their way, and those expecting to go, have our best wishes for their success; and we sincerely hope their golden dreams may be realized.

On Saturday last, on motion of Mr. Cooper, the House took up the bill providing for the completion of the North Branch Canal, the question being upon Mr. Weirick's amendment. Messrs. Weirick, Bull, and Eichelmann opposed the bill, and Messrs. Cooper, Steele, and Lintz, advocated it.

The *Harrisburg Telegraph* copies our article in relation to the nomination of Henry M. Fuller, Esq., of Luzerne for Canal Commissioner, and regards it with favor. The *Lancaster Tribune* also looks upon it favorably.

The SUSQUEHANNA, opposite this place is frozen over again for the second time this winter. The weather has been very severe for the last few days.

We are indebted to Hon. CHESTER BUTLER, for a valuable public document.

THE PROTOCOL AGAIN.

The President has, in answer to the resolution of Congress, sent in a message, admitting the execution of the paper referred to in another column, under the above title, in which he endeavors, first, to throw the blame upon the commissioners, second, he asserts that the commissioners did no more than explain the Senate amendments, and thirdly, if they even did go so far in effect to annul those amendments, the treaty with the protocol is as good as it would be without it. Mr. Polk has, indeed, got himself into a bad scrape, but he will manage to lie himself out of it to the satisfaction of the party. 'Tylerism' is not in the code of modern Democracy, and we have no doubt Mr. Polk will retire with honors thick upon his brow. It is a fortunate circumstance that his seat is not the throne of Great Britain, or Mr. King Polk's head would be found rolling around in search of a body. A less offence than his, has oft bathed the headsman's axe with blood.—*Mauch Chunk Gazette.*

OHIO LEGISLATURE.—NOMINATION FOR U. S. SENATOR.—The Whig members of the Legislature met in caucus on the 12th and nominated Judge M'Lean for U. S. Senator. The day of election has not yet been fixed upon.

The Senate has passed a resolution requesting the Senators and instructing the Representatives in Congress to vote for the Wilmot Proviso. The vote on this resolution stood 26 yeas to 9 nays.

The true mystery of the letters O. K. has at length been discovered—they mean Off to Kallifrola.

NORTH BRANCH CANAL.

We give the Legislative proceedings upon this important subject up to the time of our going to press. The bill read by Mr. Little attracts much attention; and meets, so far as we can learn, with much favor. The probabilities of the passage of this bill can not of course be calculated. But one thing seems very certain—the friends of the measure and the true friends to the interest of the commonwealth have combined their energies to effect the completion of a work, the abandonment and neglect of which has been too long a reproach upon the policy of the State.—There are still some narrow views to be enlarged or removed, some sectional or personal feelings to be moderated—but the general tone of legislative opinion harmonizes with the proposed completion of the work. Other parts of the State, remote from the line of the canal, are calling for that which will be a benefit for the whole. The mercantile interests of Philadelphia are lending their important aid. We have therefore continued hopes of the ultimate passage of a bill for the completion of the North Branch Canal in some decided and operative shape. Much praise is due to our Representatives for their constant and judicious efforts. The speech of Mr. Fuller was strongly argumentative and convincing, and from the reports of it in our exchanges, appears to have gained great credit for its author. Let the people along the line still continue their efforts, and we shall yet see justice done to the North, and credit reflected upon the whole State by the completion of this important work.—*Wilkes-Barre Advocate.*

Extract from a letter to a Member of Congress, dated Pottsville, Pennsylvania, Jan. 28:

"The furnace is working well making iron fast; but the market is full of iron, no sales scarcely, and price very low. If you do not do something this winter for the iron interest, one-half or more will be broken up before another session. Nearly all the rolling-mills in the country are stopped; and, if they be stopped, what will foundry men do; or who will furnace men sell their iron to? We have now made a quantity of pig iron, which we do not know where to sell."

The Boston Post claimed "all the girls" for Cass. But Louis Anu was not "at home" when he called. Miss Sippi and Virginia came near refusing to invite him to "call," and S. Carolina only did so because her "pa" required it. Her sister N. Carolina positively declined, and so did Mary Land. Delia Ware, Georgia and Flora Day said they knew a stout old soldier worth forty of him. So Miss Seuri was left alone to do him honor.

JABEZ I. WARNER, a soldier of the Revolution, of Jericho, Vt. died a few days since. He had voted at every Presidential election since the adoption of the Constitution. He was strongly impugned at the late election to vote the Free Soil ticket: "No!" said the old soldier, "I voted for Washington, and I shall vote for Taylor. I never change my politics."

THE UNION FOREVER!—Senator Foot of Mississippi put an interrogatory to C. S. Morehead of Kentucky: "If the Wilmot Proviso should be enacted, would not the gentleman then be for disunion?" To this Mr. Morehead replied: "No, no help me God, never. I will never raise the parricidal arm against this glorious Union for any such cause."

CONGRESSIONAL NOMINATION.—The Whigs of the IVth District of Connecticut have nominated Thomas B. Butler as their candidate for Congress. He will succeed the Hon. Truman Smith, who has been chosen U. S. Senator from the same State.

A NEW DEPARTMENT.—A Bill has been introduced into the House of Representatives, by Mr. Vinton, to establish a Department of the Interior. It authorizes a Secretary, with a salary of \$6000 per annum, and a Chief Clerk, with a salary of \$2000 per annum. The necessity of a Home or Interior Department is very generally conceded, and we trust that this Bill, or something similar, will be speedily enacted into law. It could not but operate in a salutary way.