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**DEMOCRATIC TICKET.**

- SUPREME JUDGE,  
**JOHN C. KNOX,**  
Of Toga County.
- CANAL COMMISSIONER,  
**THOMAS H. FORSYTH,**  
Of Philadelphia County.
- EPHEMERAL GENERAL,  
**EPHRAIM STANKS,**  
Of Mifflin County.
- SURVEYOR GENERAL,  
**J. PORTER BRADLEY,**  
Of Crawford County.
- THE DISTRICT ATTORNEY,  
**ANDREW W. RHEE,**  
FOR DISTRICT ATTORNEY.
- T. L. HEYER,  
FOR COMMISSIONER.
- JOHN H. DOUGLASS,  
FOR COUNTY SURVEYOR.
- THOMAS MCCONNELL,  
FOR AUDITOR.
- JOSEPH HOGE.

**To Our Patrons.**

In assuming control of papers so well known and popular as the *Mountain Sentinel* and *Mountain Democrat*, we feel that duties devolve upon us which will tax our intellect and our energies to the utmost; but relying upon the kindness of our patrons, we embark in the undertaking, with leniency, it is true, but not without hope.

Should we strike the channel of popularity at the outset, and glide smoothly on in public favor, we shall be more fortunate than many who have preceded us in similar undertakings. If, however, we shall find the Editorial path not one of plausibility, and follow it only to reach an oblivion dark as Erebus, we shall retire from it, comforted with the thought that others, equally as competent and deserving, have met with a similar fate.

It would be supererogatory for us to promise by promises as to our future course, when time will reveal all. Suffice it to say, that the manning of all our actions shall be the triumph of Democracy—Taught from earliest infancy to reverse those principles which have "made and preserved us a nation," schooled in the doctrines of a creed which has been the terror of tyrants and the beacon star of liberty-loving and freedom-seeking humanity; convinced, by observation and experience, that a consistent maintenance of the institutions established and perpetuated by the Democratic party can alone sustain us in our onward march to greatness and glory, our whole heart shall be given to our cause. No trivial circumstances shall sever us from the support of the regular nominees of that party, and so long as our intellect remains clear as God has made it, we shall adhere to Democratic measures and Democratic men.

As a newspaper, the *Democrat and Sentinel* shall not be behind its competitors. Its readers may rely upon being regularly and accurately informed of important events occurring throughout the world. But while occurrences abroad shall find a place in our columns, those at home shall in no case be overlooked. As a local journal our paper shall compare favorably with any in the State, and if the citizens of Cambria County will be but half as devoted to it as it will be to them and their interests, we shall have nothing to fear.

But we are done. Our future course will establish the verity of all we have said, and make plain that which we have overlooked. Of the appearance of our paper we shall say nothing. It is yours—judge of it as you please. As a literary journal it shall be all we can make it, and if it fails to come up to the standard of a correct taste, the fault will be of our heart, not of our head. Knowing our weakness, we ask you, reader, to be charitable, and to remember that our errors are those of a man.

WM. B. STILES.

**Whig Senatorial Nomination.**

The agony is over, and the Whig party of this District has succeeded in nominating a candidate for State Senator. A. M. Warren, Esq., of this county, is the candidate. How satisfactory his nomination will prove to the members of that party, we will not pretend to say, but we certainly expect to find them united, as they have been, when the day for action arrives.

This district is Whig by a 2-3 majority. The Counties of Blair and Huntington, among the most uncompromising and unyielding Whig counties in the State, while the Democrats in them are equally as firm. In Cambria, then the fight must and will take place. Here, if at all, the victory must be won. The Senate of Pennsylvania be reformed, and while we would make no idle promises, we can yet say the contest is not hopeless.

**"London to Niagara, and back for \$30."**

We have been kindly favored, by our friend, Capt. W. W. Ivony, with a pamphlet bearing the above title, which gives an accurate and interesting account of the Falls of Niagara, and also touches on the Crystal Palace.

The Philadelphia line of Steamers offers strong inducements to those visiting Europe. They are first class vessels, and carry passengers at very low rates. If any of our readers desire visiting the Old World, we would recommend them to call on Capt. Ivony, who will give them all necessary information relating to this line.

**The Recent Murder in Pittsburgh.**

It turns out, after all, that the man who was stabbed in Pittsburgh lately, and died from the effects of the wound soon after, was not James Collins, as at first stated. From all we can learn, however, we incline to the belief that the murderous villain intended to kill Mr. Collins, and mistook the man killed for him.

It affords us pleasure to correct this statement, knowing that many hearts will be made glad by it.

**Daily Union.**

Mr. Hopkins, former Editor of the Washington Examiner, has purchased the interest of Mr. HARRISON, in this excellent paper. Mr. H. is an excellent writer, and we have no doubt the Union will still continue to prosper under his and his partner's control. Mr. HARRISON, in retiring, takes our best wishes with him. He has fought well for the Democratic party, and deserves well of it.

**Portage Investigation.**

We publish, to-day, the Report of the Canal Commissioners relative to the recent investigation of the management of this much abused public improvement, and ask for it a careful perusal. The Board has entered fully into all the charges preferred, and has sifted them to the bottom, and they unhesitatingly acquit the Officers of the Road of all censure.

Situated as these gentlemen are, and compelled frequently to come into collision with the interests of individuals, it is not surprising that they are introduced, but it is gratifying to every good citizen to find that, notwithstanding the most searching scrutiny, their acts are not only above blame, but above suspicion. Our opinion certainly is, that a more gentlemanly or more honest set of officials were never employed upon this branch of the State Works, and if they have, in any case, failed to render entire satisfaction to the people, it was owing entirely to causes which they could not control.

When the operations upon the Portage Road came out and demanded their hand-earned wages, our sympathies were with them—they are with them still.—That they had been badly treated no one could doubt, but we never did, and never can condescend to present Superintendents and his assistants for this treatment. They were as anxious as any set of men could be that the employees should be paid, and that they were not paid was as annoying to them as it was injurious to those who had earned the money.

This difficulty is now, we hope, settled; and if the next Legislature will be prompt in appropriating money sufficient to meet the necessary expenses of this sort, we shall have no more strikes—no more difficulty.

**Blair County.**

The Democrats of Blair County, recently assembled in Convention, and elected Maj. CRAWFORD a delegate to the next State Convention, and also elected their Senatorial Candidates. Two of these Candidates, we understand, are known to be favorable to the nomination of T. C. McDowell, Esq., while the third is for THOMAS B. KANE, Esq.

Either of these gentlemen would make an excellent candidate, and we could "pull off our coat and roll up our sleeves," and go to work for either with a hearty good-will; but we must be excused for preferring a Cambria County man, (GEO. L. PERRINS, Esq.,) is our choice, and if he is the nominee, the Democrats of the mountains will roll up a majority for him that will make Whiggery tremble.

**Yellow Fever at New Orleans.**

This scourge of the South is raging most fearfully in the Metropolis of the Mississippi Valley. The most heart-rending accounts reach us daily, and the prospect of an abatement of the disease is hardly looked for, so long as human victims are left for it to prey upon.

The feelings of the citizens of our Atlantic cities have been excited for their suffering brethren of the South, and large amounts have been contributed for their relief.

We copy from the Philadelphia Register the following late accounts of the pestilence:

OFFICE OF THE PEYGAIRE, Y. NEW ORLEANS, Aug. 20, P. M. The interments in all the suburbs of the city, during the week ending six o'clock, this morning, as reported by the Secretary of the Board of Health, show a total of fifteen hundred and thirty-four, of whom thirteen hundred and sixty-five were victims of the yellow fever.

The total number of deaths, since the commencement of the pestilence, was over three thousand six hundred and sixty-two, of whom three thousand six hundred and sixty-nine were by fever.

The disease, it cannot be denied, is fearfully on the increase. The Howard Association have opened several infirmaries, but they are rapidly filling with patients. Liberal aid has been rendered our suffering community by the citizens of Baton Rouge, Natchez, and other places in the vicinity of the city, but it will require an immense sum yet to successfully battle with the disease.

The weather continues intensely hot, and the authorities, in hopes of staying in a measure the ravages of the epidemic, have ordered that burials be burned at night, and cannot to be fired. At Mobile the fever shows a slight increase.

**Consular Treaty with France.**

The Union of Sunday morning publishes in full the Convention between the United States and France, which was concluded and signed in February last, and the ratifications exchanged at Washington City, on the 11th instant.

The only important stipulation is contained in Article VII, which we give entire.

ARTICLE VII. In all the States of the Union whose existing laws permit it, so long and to the same extent as the said laws shall remain in force, Frenchmen shall enjoy the right of possessing personal and real property by the same title and in the same manner as the citizens of the United States. They shall be free to dispose of it as they may please, either gratuitously or for value received, by donation, testament, or otherwise, just as those citizens themselves; and in no case shall they be subjected to taxes on transfer, inheritance, or any others differing from those paid by the latter, or to taxes which shall not be equally imposed.

As to the States of the Union by whose existing laws aliens are not permitted to hold real estate, the President engages to recommend to them the passage of such laws as may be necessary for the purpose of conferring this right.

In like manner, but with the reservation of the superior right of establishing reciprocity in regard to possessions and inheritance, the government of France engages to recommend to the legislatures of the same rights within its territory, in respect to real and personal property, and to inheritance, as are enjoyed there by its own citizens.

The convention remains in force ten years, and longer if notice is not given by either power of its desire not to renew it.

**"If a Body meet a Body."**

If a feller catch a feller carrying off his wood, should a feller scold a feller if a feller could?

If a body catch a body stealing his old eye, shouldn't a body kick a body till a body cry?—*Cincinnati Enquirer.*

If a body spy a body creeping around his lot, shouldn't a body treat a body to a load of shot?—*Warwick News.*

If a body catch a body stealing his *Express*, shouldn't a body set a body and try to get redress?—*Petersburg Express.*

If a body want a body his store to patronize, shouldn't a body pay a body money to advertise?—*Lynchburg Express.*

If a body see a body "propagate his hat, shouldn't a body kick a body just for doing that?—*Washington Daily Star.*

If a body catch a nigger stealing all his chickens, shouldn't a body kick a nigger like the very dickens?—*Cincinnati Enquirer.*

If a body should hear a body say, "I pay my printing bill," wouldn't a body stare at a body for such an expression of will?—*Maryland Sentinel.*

If a body catch a body, who steals the *Democrat*, shouldn't a body knock a body into a cocked hat?—*Louisville Democrat.*

If a body see a Galphin coming the mean stealer, shouldn't a body put that body into the *Plain Dealer*?

If a body say a thing that sounds completely flat, shouldn't a body tell a body just to take his hat?

**NEWS AND MISCELLANY.**

Secutary Dobbin has issued the following Order to the Navy. It is a decidedly sensible prescription, and we have no doubt will be approved of by those interested. Men are stubborn animals, and the best way to govern them is to tell them to do as they please.

The regulations of this department prescribing the uniform and dress of the navy and marine corps, dated 8th March, 1852, have been modified from this date so far as relates to beard, as follows, viz:

The beard is to be worn at the pleasure of the individual; but when worn, to be kept short, and neatly trimmed.

Approved, J. C. DOBBIN. Navy Department, Aug. 3, 1853.

The editor of Hagerstown News, an old Bachelor, by the way, but a very sensible fellow, (as most bachelors are,) uses the following pithy language in speaking of the ladies:

Nothing can prevent an increase of bachelorism save an amendment in the code of educating women. When they learn common sense, instead of broken French, when they learn some useful employment, instead of beating the piano—when they learn to prefer honest industry to silly coxcombry, and when men find that a woman is a helpmate instead of a burden then we may expect to find fewer bachelors—but not till then.

Prince Albert laid the foundation of an asylum for idiots, at Earlswold, Reigate, near London, on the 17th ult. An ingenious plan was taken to raise subscriptions. Ladies were invited to walk past the prince, courtesy to him, and also receive the stone a purse containing their offerings. Between three and four hundred ladies paid five guineas a piece for a share in this interesting ceremonial.

The N. Y. Herald, in a description meant to compliment Secretary Guthrie, since his recent visit to that city, represents him as having a decidedly "agricultural countenance." Now, what sort of a countenance is that? What separate peculiarities combine to make it up? We have attempted an inventory, and find result nearly as follows.

- A corn complexion—somewhat red.
- Why looks to scare the crows;
- A monstrous great big cabbage-head—
- A mammoth turn-up nose.

At a meeting of editors on a late visit to the Falls of Niagara, Coughlin, of the Cincinnati *Great War*, offered the following resolutions, which, unfortunately for the country, were "laid on the table":

- Resolved, That Niagara is a "Great Old Fall."
- Resolved, That as Editors and Publishers have been seen a "few" exhibitions of various kinds we are all well satisfied with Niagara.
- Resolved, That Niagara is complete in all its "appointments" and "arrangements."
- Resolved, That we unhesitatingly recommend Niagara to all Travellers and tourists, as something of a curiosity.
- Resolved, That in our opinion Horse-Shoe Falls ought to be annexed to the United States.
- Resolved, That a great deal of Cultivation will be required to make Great Island a respectable "potato patch."

The card appended below, we find in a Texas paper. It shows the right kind of grit, and we are of the opinion that Jack deserves well of his country:

A CARD.—Colonel Jack Mills returns his thanks to the respectable A. No. 1 minority of his fellow citizens of Galveston, who sustained him at the polls on Monday, in spite of the malicious and unauthorized report of one of his pretended supporters, that he had withdrawn from the canvass, for having, as every body knows, caused his defeat. He begs to announce himself now as a standing candidate for the same office, hereafter, until he is elected. On Monday, the 18th inst., he had no vote, and he is not at his stall in the market, when business is brisk or he is not otherwise engaged. In the interval his politics will be modified to suit the public demand and the progress of the age.

TWO men named Rotterbach and Gupeuch, had each an arm broken in the passenger train from Philadelphia, by striking against freight car, standing on the adjoining track, while leaving out of the window. Rotterbach's arm will have to be amputated.

In the case of Jewell, sentenced to be hung in Pittsburg, on the 24th September, for the murder of Mitchell, Judge Lewis has granted a special attorney for bringing the records of the Oyer and Terminer before the Supreme Court. This will delay the execution, if not result in a new trial.

Lumber quotations at Columbia on the Susquehanna, are: For cullings, \$12.50; for common, \$27 and \$28; for pannel, \$44 and \$45; for sables \$8.50 and \$9; for grub plank, \$8 and \$8.50; for hemlock, spruce—sales at \$10 and \$11; white pine, per M., \$15 and \$16; laths, \$2.25 and \$2.50.

The New York Express estimates that the amount of rails in use on the 1st of January, 1850, will not be less than 4,000,000 tons, on which yearly deterioration will be \$20,000,000, or more than three times the quantity that our rolling mills are capable of producing.

Ostriches meet cheap birds to keep—Those at the hippodrome live on gun flints and rusty nails. A fresh spike in a delicious morsel, with an old hogs, with a little oil on it, is fought for with as much earnestness as a pair of aldermen would exhibit over a bowl of green turtle.

A benevolent gentleman in Boston who gives twenty-five cents for religious purposes every time he swears! He has already done a good deal in the Presbyterian church, and is now engaged in "cursing up" a donation to the Home Missionary Society.

We have tried to collect an account of the "affrays" occurring in Pittsburg for our column, but find it impossible. Not a day passes but one is killed or wounded by cold steel or iron-panence.

A gentleman from the "Smoky City" informs us that society has been so completely revolutionized there that the usual salutation on meeting a friend is, "Has any one been stabbed lately?"

We saw a lady walking our streets last Saturday with a shocking "hole in her stocking." She probably knew of it on Saturday, but remembering the Sabbath day, kept it so—*Wash.*

Edward Marry, son of the Secretary of State, died recently on board the sloop of war Pelee, at sea.

The Cholera has been raging in Cambridge, Md., lately, to considerable extent, but is now on the decrease.

An European War is now looked upon certain. France will not be quiet and Russia cannot be.

Grace Greenwood, the popular and unique writer, has returned from Europe.

The Representative Conferences of this district will meet in Bedford, on next Tuesday.

Court will commence here on Monday 5th of September.

**Life and Death on the Railroad.**

It is stated that the number of persons killed and injured on the railroads of New York, during the last year, was six or seven times greater, in proportion to the whole number conveyed, than in the United Kingdom of Great Britain and Ireland. The following comparative statement of the casualties upon the railroads of both countries, during the year 1852, condensed from the latest official returns, exhibits, at a glance, the great inferiority of New York railroad management:

G. Britain, N. York.	
No. of passengers	85,185,729 7,440,053
Passengers killed	82 26
Employees killed	120 60
Others killed	64 162
Total killed	216 228
Passengers injured	380 82
Employees injured	70 89
Others injured	27 94
Total injured	477 265
Total killed and injured	702 514

This table, when analyzed, will show the following comparative statement of casualties upon the railroads of the two countries, in proportion to the whole number of persons traveling:

G. Britain, N. York.	
Pass. Killed, 1 in 2,786,491	1 in 286,179
Emp. Killed, 1 in 742,757	1 in 123,030
Others Killed, 1 in 499,988	1 in 45,454
Pass. Injured, 1 in 2,099,827	1 in 90,739
Emp. Injured, 1 in 1,066,427	1 in 83,600
Others Injured, 1 in 3,013,323	1 in 79,155
Total Killed, 1 in 442,578	1 in 45,454
Total Injured, 1 in 188,406	1 in 28,078
Killed and inj., 1 in 126,873	1 in 17,425

**Report of the Canal Commissioners.**

In reference to the recent "Strike on the Allegheny Portage Rail Road." The undersigned met at the Mountain House on the 8th inst., for the purpose of inquiring into the causes which led to the recent strike among the operatives on the Allegheny Portage Railroad. A committee which had been appointed by the parties aggrieved, were in attendance and ready to afford every facility in their power to a full investigation.

That the matter might assume a tangible form, the Board addressed the following note to the committee:

MOUNTAIN HOUSE, July 8th, 1853. GENTLEMEN: The Board are now in session at this place, and are prepared to receive (and invite) any communication which your committee may have to make in reference to the recent difficulties between the operatives and officers of the State on the Allegheny Portage Railroad. Whatever charges you may have to prefer against any of the said officers you will please submit in writing, and name the witnesses by whom the charges are expected to be sustained. The Board will afford every opportunity for a full investigation, and if the result shall show that any agent of the State has been faithless to his trust, he will be dealt with accordingly.

Respectfully yours, WM. T. MORRISON, Pres. THOMAS COLLINS, Esq., and others, committee on part of Operatives on Allegheny Portage Rail Road.

To this they received an answer as follows: MOUNTAIN HOUSE, July 8th, 1853. W. T. MORRISON, Esq., President Board Canal Commissioners: Sir: In reply to yours of this date, we make the following charges, and sustain them in the following manner:

Our first charge as set forth in the address of the operatives of the Allegheny Portage Railroad, is that the late Superintendent of the Road, Daniel McManamy, has received any pay. This charge we will prove by the following named persons: By Daniel Brophy, we will prove that at the time of the strike there was between fifteen and sixteen months wages due him, and that every time he knew there was money paying by the Superintendent he tried to get it, but did not succeed. That William Shields, do. eleven months; Harkins Old, do. between eight and nine months; Terrence Hudson, do. between ten and eleven months; Wm. Kerns had fourteen months due him. We can give any number of names, if necessary, for similar periods.

The second charge is that hands have been compelled to sell their time at a discount. We will prove by Richard Trotter, engineer at the head of the line No. 4: That he had to sell three months of his time at a discount of ten per cent., at a brokers' office in Hollidaysburg, after the passage of the appropriation bill. That Henry Downey and O. H. Kelly sold at the same place, the same time, which was only at two months' six months' time, amounting to three hundred and forty-two dollars, and had to pay ten per cent discount; part of this was sold to A. M. & R. White, and the rest to Bell, Johnston, Jack & Co. Those persons are now present, and any amount of knowledge of claims who have been compelled to sell. But these we consider sufficient.

The third charge is: That the check rolls sold to the brokers, &c., first find their way into the treasury. That M. M. Adams, a member of this committee, found audited in the Auditor General's books, a bill of his, which from the time he sold to the same rate. That Daniel McManamy sold six months' time, amounting to three hundred and forty-two dollars, and had to pay ten per cent discount; part of this was sold to A. M. & R. White, and the rest to Bell, Johnston, Jack & Co. Those persons are now present, and any amount of knowledge of claims who have been compelled to sell. But these we consider sufficient.

The fourth charge is: That there was \$60,000 of bills and check rolls which found their way into the hands of the brokers, and not passed through the Superintendent's hands. This charge was not made by the men on the strike; but was told by Mr. Crawford, and also Gen. Ross.

By a statement of Mr. C. Conner, auditing clerk, to two of this committee: That immediately after the passage of the appropriation bill, one of the men on the strike, did not exceed two months' bills of check rolls and bills amounting to between \$75,000 and \$80,000, which were received to F. R. West, Esq., late Superintendent Allegheny Portage Railroad. He said that some of them were audited, and the balance were sent back to the Superintendent's office in Hollidaysburg, as they had to be received to Gen. Ross before they could be audited. They were sent back and properly made out, and all audited, with the exception of a few bills.

The next charge is: That men have been discharged without being paid, and were compelled to call several times for their money. This is such a common occurrence on the road, that renders it almost needless to say anything about it, as every man who knows anything about the road, knows this is the manner of doing business on it. It has been asserted that the officers of the road knew nothing of the strike. This is not true, as one of the committee, Cornelius Collins, had a conversation with Jesse R. Crawford, two or three weeks previous to the strike, and had told him that the men would come out. Crawford said that the men on the road had not nerve enough to strike. These are all that I have been appointed to answer. Some of the other members of this committee have some charges to make, which will form a separate communication.

Truly yours, THOMAS COLLINS, Chairman, &c.

Without attempting to review the testimony which was taken by the Board, in detail, it may be remarked generally, that it was abundantly established that at the time of the "strike," there had been money due some of the hands for three, six, nine, twelve, and some for even fifteen months. The effect of this was, that many of them were obliged to sell their claims at a discount of ten per cent. The Board would too strongly condemn a policy which would lead to such result. Most of

these claims were in the hands of meritorious men who had served the State faithfully, by night and by day; and it is a humiliating admission that great State like Pennsylvania should permit her honest creditors to sacrifice a portion of their claims in such a manner; and the Board earnestly hope that there may never be a recurrence of this kind from any cause, or combination of causes, whatever.

This brings us to the inquiry, "How was this state of things brought about?" In answer to this question, we state in the first place, that the appropriation for repairs and motive power expenses, on the Portage Road, for 1852, fell far, very far, below the actual amount expended. By reference to the late report of the Canal Commissioners, it will be seen that the expenditures exceeded the appropriation the sum of one hundred and forty-three thousand nine hundred and seventy-six dollars. In other words, there was, at the end of the fiscal year, 1st of December, 1852, an actual reported debt of the above amount. A portion of this debt was caused by the road being kept open day and night, during the winter of 1851-'52. A double set of hands the whole time was indispensable, yet the measure seemed to be demanded, as well by the public sentiment, as a due regard to the accommodation of the travel as the trade. To this enormous deficit, it is apprehended, may be added a large sum which had not been reported by the late Superintendent at all. Should the apprehensions of the Board, in this respect, be realized, they cannot conjecture how it happened. The most charitable way that it can be accounted for, is to say that it was the result of execrable negligence on the part of an officer hereafter to be guilty of similar conduct, and if discovered while he is within reach of the Board he will be made a public example of at once.

The appropriations to pay the debt on this road, and the current expenses of the present year, were not made until the 10th of April last. Thus it is apparent that the disbursing officer on this road, from the time of its creation, in 1852, until after the 10th of April, 1853, nor had he the means of paying the current expenses of the present year. Under the act of assembly, the superintendent can only draw thirty thousand dollars at one time. He must then disburse that sum, and receive his vouchers to the Auditor's office, and have them audited before he can draw any more.

It appears from the books of the State Treasurer that the Superintendent had drawn between the 10th of April, 1853, the day on which the appropriation bill passed, and the 19th of June, the day on which the "strike" occurred, the sum of \$171,829.58, all of which had been disbursed. This was a much larger sum than had been disbursed in the corresponding period of last year, if indeed it be not more than has ever before been paid out on that road, in the same length of time. Of the above sum, about \$82,000 had been purchased by the State, and the remainder had been advanced to the Superintendent on the day of the "strike," at a discount. In the opinion of the Board, these claims should not have been paid at the time.

They had been purchased on speculation, and should not have been paid until all the claims in first hands had been fully discharged.

The propriety of this course would be more obvious, since it was not until the appropriation bill was exhausted before the whole debt will be liquidated, and thus the parties who purchased these claims at a discount, will have been reimbursed, while many of those meritorious men who had served the State faithfully night and day (and some of them in limited circumstances,) will have to wait, perhaps another year.

It is due to the disbursing officer, however, to say that at the time these claims were paid, it was believed the appropriation would cover the entire indebtedness of the road. The views of the Board in regard to the future course of all Superintendents, as well as Supervisors, in this respect, are sufficiently indicated in the resolutions which were informally considered at Pittsburg in June, and afterward adopted by the Board at Johnstown, on the 12th. They are in these words:

Resolved, That the Superintendents of the Philadelphia and Columbia, and Allegheny Portage railroads, and the Supervisors of the several divisions of the Pennsylvania Canal, be directed in the discharge of their duty to pay the claims of first hands before they pay those of second parties, until all the debts in the first hands shall have been fully paid.

Resolved, That said Superintendents and Supervisors be also directed to draw from the treasury, at the earliest practicable moment, as much money as may be necessary to pay all back debts due to laborers, engineers and other hands in the employ of the Commonwealth, and that hereafter said parties be paid monthly, so long as the appropriations for that purpose may last.

In this connection it is proper to state that a number of the newspapers charged the officers on the road with specifying the wages of the operatives, &c. The committee in its report, made no such allegation, yet the publicity which had been given to the suggestion by the press, induced the Board to investigate the matter. They therefore propounded to every witness who had any knowledge of claims who were being compelled to sell, the general question, "Do you know of any officer of the State having been concerned, either directly or indirectly, in the purchase of check rolls, or other evidences of debt against the Commonwealth?" To this a negative answer was given in every instance. The Board being desirous to be just to all parties concerned, deemed it proper to call upon the bankers who had purchased the claims referred to. To this end they went to Hollidaysburg, and addressed a note to Messrs. Bell, Johnston & Co., and also to Bryan, Gleim & Co., requesting their attendance. Mr. Johnston representing the former, and Mr. Gardner the latter, appeared in compliance with the note. The Board then put this question to each of them: "Has there been, or is there now, any arrangement between your house and any officer of the State, by which such officer is or was to receive any portion of the profits arising from the purchase of these claims?" These gentlemen both answered, unhesitatingly, that no such arrangement had ever existed; and Mr. Johnston, in answer to another question, that "None existed no compensation whatever, on account of the money being deposited with them." Mr. Robert J. Ross, of Harrisburg, who had purchased a considerable portion of these claims, stated substantially the same that Messrs. Johnston and Gardner had said. The Board will barely remark on this point, that they rejoice that the evidence establishes entirely every officer in the service of the State from all participation in these speculations. Whatever difference of opinion may exist with regard to the propriety of the traffic these claims by others, no one, it is believed, would attempt to justify a disbursing officer of the State, in either directly or indirectly prostituting his position in such a manner.

During the progress of the investigation, a portion of the committee laid before the Board a second communication, as follows:

WM. T. MORRISON, Esq., President Board Canal Commissioners: Sir: We make the following charges against Maj. V. Phelps, and will give the names of witnesses to prove the charges.

That at the time Maj. Phelps was acting as assistant Superintendent of the old Portage Railroad, he was partner in a contract to furnish cross-ties for the new road. The cross-ties which were taken up for the old road, and charged to the old road, were seen by the man who took them on the new road. That the hands from repairs, and other men in the employ of the new road, were engaged in loading and unloading these ties, and the time while they were so engaged was charged to the Commonwealth.

The names of the persons by whom we expect to prove these things are Robert P. Linton, Jesse

Patterson, James Shannon and William R. Very truly yours, DANIEL BROPHY, HENRY L. DOWNEE, ANDREW PURCELL, DANIEL MCCANAMY.