



DEMOCRAT AND SENTINEL.

HARRISBURG, FRIDAY MORNING, JANUARY 13, 1852.

EBENSBURG.

FRIDAY MORNING, JANUARY 13.

V. B. PALMER, the American Newspaper Agent, is the only authorized Agent for this paper in the cities of Boston, New York and Philadelphia...

FOR GOVERNOR.

WILLIAM BIGLER.

[Subject to the decision of the Democratic Convention.]

FOR CANAL COMMISSIONER.

HENRY S. MOTT.

[Subject to the decision of the Democratic Convention.]

We are under obligations to Messrs. Cresswell, Collins, Daugherty and Humphreys, for many favors received; and like Oliver Twist, we will "ask for more."

We are also under a particular compliment to our wide awake Representative in Congress for many favors not yet come to hand.

The Message—Gov. Bigler.

The message has been received with very general approbation; it has elicited much commendation from men of all parties; the Governor's handful of enemies are much puzzled to find any flaws in it.

During the past week, the elections in Philadelphia city and county, for delegates to the March convention have come off; Bigler delegates were returned from nearly every district; the large vote of the City and County, will therefore be cast in Convention for him, thereby rendering his re-nomination a fixed fact—a positive certainty.

William Bigler is then, to all intents and purposes, the candidate of the Democratic party, for the office of Governor, and the campaign may be said to have already begun, on our side, at least.

Gen. Humphreys.

We are glad to announce the election of our old friend as Sergeant-at-Arms, to the Lower House; it is a deserved compliment to a brave and accomplished soldier; we have no doubt that he will win the respect of all in his new situation.

The 15th District.

Our Senatorial District has been remarkably lucky at Harrisburg; thus while of course we have the inevitable Jack in the Lower House, Maj. MAGUIRE has been elected Clerk of the Senate; and the two Sergeants-at-Arms both hail from this district.

The Erie War.

The following synopsis of the Erie question, as set forth in the message, presents the question in a nut shell.

The principle involved in the Erie difficulty is clearly and briefly stated. Our Governor answers triumphantly the denunciations heaped upon Pennsylvania by the New Yorkers, Clevelanders and Cincinnatians. The whole question lies in a nutshell. Buffalo and Dunkirk are anxious to ruin Erie as a port, by changing the break of gauge and consequent transhipment of goods from that place to themselves. Cleveland is nothing averse to the same object. Some of her wealthy citizens are interested in the Franklin Canal Company, which with almost unparalleled effrontery and arrogance, has defied the sovereignty of the state of Pennsylvania by building a railroad without a charter, from Erie to the Ohio line. Things have come to a pretty pass if every purpose and unscrupulous corporation can build railroads at pleasure, trusting to a subsequent purchase of a legislative sanction. If our State is to relinquish its right of sovereignty over its own soil to every band of Ohio and New York speculators, it should petition at once to be annexed to one of those States.

Col. Benton.

A correspondent of the St. Louis Republican writes from Washington:—Col. Benton looks lost and humbled in the House. He comes in of a morning, sits an hour or two, and then leaves. As you may have seen, he has generally voted with the administration, and been quite silent thus far. He had made several efforts to obtain the floor, but his slow, solemn, dignified, senatorial rising, is not fast enough for the House, and about twenty "Mr. Speakers" have reached the ear of the Chair before he is compelled to take his seat with the same silent dignity with which he arose. It is clear the house is unsuited to him and he to it.

The Harrisburg Union, under its new proprietors, bids fair to become a first rate paper; it is well printed, and is filled with an interesting variety. Some of the Democratic papers seem disposed to pitch into it, we can hardly understand for why; they had better not be in so much of a hurry.

From the Pittsburg papers, we glean that an election was held for Mayor, Councils, &c., on Tuesday the 10th inst.; so far as heard from, the election of Mr. Ferdinand Vols was considered certain. He is a clever fellow, and will make a good Mayor; we would commend to his tender mercies, any stray country gentleman who may be caught napping in his bailiwick.

A resolution has been introduced into the House of Representatives at Washington, that the duties on imports should be considerably reduced.

We are indebted to Hon. Wm. T. Dougherty for a copy of the Auditor General's Report, from which we make the following statements: RECEIPTS FOR THE FISCAL YEAR 1853.

Table of receipts for the fiscal year 1853, listing various categories such as From Lands, Auction commissions, Tax on bank dividends, etc., with corresponding amounts.

Table of expenditures for 1853, listing categories like Public improvements, Expenses of government, Militia expenses, etc., with amounts.

Table of balance in the Treasury, Nov. 30, 1853, available, and depreciated funds in the Treasury, available.

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Sale of the Public Works.

We had prepared an article upon this subject, but we defer it to give place to the following from the Pittsburg Post, it takes a fair common sense view of the question.

The Whig newspapers of late have little to say on the subject of the sale of the public works. Some months ago they were insisting that these valuable works must be sold, and that the legislature of this winter ought to provide for their sale as soon as possible. They, at the same time, argued that the railroads and canals owned by the State were almost worthless.

These works have cost the State many millions of dollars, and we believe they are worth all they have cost, and ought not to be sold for less. They were never before in as good a condition to be profitable, and afford a large revenue to the Commonwealth, as they will be next spring. The Delaware Division Canal affords a handsome revenue to the Commonwealth, more than twelve per cent. per annum on its entire cost. The North Branch Canal will be in good working order throughout next spring, and will, undoubtedly, be, in a short time, a source of large revenue to the State. That is a very important division of the works owned by our Commonwealth, opening, as it does, to the great markets of the country a large section of Northern Pennsylvania, with its inexhaustible coal fields, and rich farming lands. The business on that canal cannot fail to be large, and the revenues from it consequently large.

The main line of the works, the canals and railroads extending from Pittsburg to Philadelphia, has cost the State many millions of dollars, and is still incomplete. The new road over the mountains, to avoid the inclined planes, will require a considerable appropriation yet to complete it. And, we believe if the legislature now in session does its duty, it will, without delay, make the necessary appropriation to push forward the entire work to completion as speedily as possible. The money appropriated last session is exhausted, and the work must stop till the means are furnished to carry it forward. Every day's delay in making the appropriation is a loss to the State. That new road completed, and the planes all avoided, the expenses of the State will be immediately reduced to the amount of about four hundred thousand dollars per year, more than a thousand dollars per day, in keeping up and working the old road and the planes, with its costly and lumbering machinery, and its army of officials.

This new road over the mountains completed, and the double track on the Columbia road laid down, this line of works from Pittsburg to Philadelphia will become one of the most profitable and thorough avenues of commerce in the country.

A letter from Mr. Baker, published in this paper some time ago, discloses several facts worthy of remembrance. This has been an unfavorable year for this Line of Works. The Ohio river has been low nearly all the season, and that has doubtless reduced the amount of freights arriving at Pittsburg for transit eastward over this line. The water in the canal was sometimes so low as to impede its navigation. The tolls had to be considerably reduced last spring to enable it to compete successfully with rival lines. It has had to compete, not only with the New York and Maryland railroads, but with our own Central road. Yet, notwithstanding all these disadvantages, the receipts from it have been larger this year than ever before—some \$35,000, we believe, larger than last year. Complete speedily the new road over the mountains, and avoid all the planes, and the vexatious delays they occasion, and the business of this channel of commerce will soon be nearly doubled, notwithstanding all competition, while the expense will at the same time be greatly reduced. The reasons are obvious. It will be the last channel for heavy freights between the East and West. All know how rapidly and vastly the trade between the East and West is increasing. It will require all the avenues that can be opened to accommodate that vast commerce. And this line properly managed, will ever be one of the most successful and popular of those avenues; and the State will derive from it a revenue to reduce and perhaps ultimately extinguish the debt.

We assert that this line of works has already been profitable to the State. It is difficult to find reasons for the assertion. The property of the city and county of Philadelphia is now assessed at about \$155,000,000. What was the valuation before these public works were commenced? We have not the figures before us, but it is doubtless safe to say it was less than half that sum. The same is true of Pittsburg and Allegheny county, and of all the counties along the line of the public works. This avenue to the seaboard markets has greatly enhanced the value of every acre of their soil, and of the products of the soil and mines. While individual and general wealth and prosperity have been thus increased, the revenues of the Commonwealth have proportionately increased, from taxation upon this enhanced value of property.

We believe the people of this State have no reason to regret the construction of these works at the time they were undertaken. Individual and corporate wealth and credit could not then have done it. If it has run the State largely in debt, it has vastly increased its capacity to pay. Complete the new road over the mountains, and the annual expense is at once greatly reduced, the capacity of the line for business greatly increased, and it will pay for itself.

It would, in our humble opinion, be the most suicidal policy to attempt to sell the main line in its present unfinished state, yet so near completed; and in the midst of the constant clamor of the Whig presses that it is worthless. Complete it, and test fairly its capacity for producing revenues, and a favorable result is not doubtful, as the past year's experience proves.

The New York canal has not been injured by competing railroads. On the contrary, so great is the pressure of business upon it, that it is proposed to enlarge it to double its present capacity. Under proper management the main line of the Pennsylvania canal and roads may become equally prosperous and profitable.

They will then sell for cost, and the State be subjected to no loss, as it would undoubtedly be by selling them now.

A bill for satisfying the French Spoliation Claims, which was referred to the Committee on Foreign Relations, has been introduced into the United States Senate.

Pennsylvania Legislature.

HARRISBURG, Jan. 5.

SENATE.—The Senate met at 11 o'clock. Mr. Hamilton presented a petition from John W. Stokes and other citizens of Philadelphia, accompanied by a lengthy memorial on the subject, contesting the seat of Levi Foulkrod, as a Senator from Philadelphia county, which, on motion, was read. The memorial sets forth various errors and frauds in the returns of the several election districts, and declares that Mr. Stokes is entitled to the seat. The papers were laid on the table.

Mr. Goodwin read in place a bill to incorporate the Northern Gas Company of Penn District; also, a supplement to the act to incorporate the Towanda Railroad Company.

Mr. Price, a bill to equalize Green street, in Spring Garden.

Mr. Crabb, a bill to incorporate the Penn Steam Towing and Transportation Company, and one relative to Cemeteries.

Mr. Kunkle a bill to extend the charter of the Bank of Northumberland.

Mr. Darsie, a bill to extend the charter of the Pittsburg Trust Company.

Mr. Cresswell, a supplement to the bill incorporating the Broad Top Railroad and Coal Company.

Mr. Evans, a bill providing for a reform in the militia system, and one for the protection of mechanics and laborers.

Mr. Quiggle submitted a resolution for the appointment of a committee to inquire into the propriety of contracting for the publication of a daily record of the proceedings of both Houses. A lengthy and animated discussion arose upon the resolution, and after being variously amended, it was agreed to.

It provides for the appointment of a Joint Committee of the Senate and House to receive proposals for the publication of the Records.

The Secretary of the Commonwealth was introduced, and presented a message from the Governor, returning the following bills with his objections:

A bill supplementary to the act regulating the Banks of the Commonwealth.

The bill to incorporate the York County Hydraulic Cement Company.

The bill to incorporate the Beaver Canal, Coal and Mining Company.

The Senate then proceeded to the election of Clerks and other officers, when all the nominees of the Democratic caucus were elected, by a vote of eighteen to fifteen—the Whigs voting for the old officers.

The following are the officers elected: Chief Clerk—Thomas A. Maguire of Cambria. Assistant Clerk—Henry Pettibone of Luzerne. Transcribing Clerks—A. L. Hemmerlotz, of Berks; Nelson Weiser, of Lehigh; William H. Blair, of Centre, and Samuel Stehley, of Dauphin.

Sergeant-at-Arms—Wm. B. Cummings, of Westmoreland.

Door-keeper—Wm. Alberger, of Berks. Assistant Door-keeper—Wm. Ralston, of Armstrong.

Messenger—Henry Mendle. Assistant Sergeant-at Arms—Daniel Von Neida, of Philadelphia; Wm. Brady of Dauphin.

Mr. McClintock offered a resolution, tending the thanks of the Senate to the former Clerk, which was unanimously adopted.

Mr. Kunkle moved that A. Young, be retained as Messenger until otherwise ordered, which was agreed to.

The Senate then adjourned.

HOUSE.—The House met at 10 o'clock, and after the reading of the journal and the presentation of quite a number of petitions, memorials, &c., on motion proceeded to the election of officers, when the following were chosen:

Sergeant-at-Arms—Gen. John Humphries. Door-keeper—A. J. Horn. Messenger—Wm. M. Barren.

Several local and other bills, of a private character, were introduced.

It was then moved that 10,000 additional copies of the Governor's Message be printed in the English language, and 3000 in the German.

Considerable debate arose upon this motion. Mr. Bell, of Erie, spoke at some length in reference to the various matters treated upon in the message. He eulogized the message highly as a truly Pennsylvania document in its tone, and endorsed many of the principal ideas and recommendations contained in it.

The motion to print was finally agreed to. The Secretary of the Commonwealth was introduced and presented a message from the Governor returning to the House, in which they originated, a number of bills with his objections.

The following are the more important of the bills passed: A bill supplementary to the general manufacturing law.

A bill to incorporate the independent medical school.

A bill to incorporate the Dillsburg and Harrisburg Railroad Company.

Railroads—Messrs. Quiggle, Slyfer, Goodwin, Kunkle and McClintock.

Education—Messrs. McClintock, Evans, Jamison, Darlington and Heister.

Election Districts—Messrs. Sager, Skinner, Jamison, Hamilton and Wherry.

Retrenchment and Reform—Messrs. Cresswell, Mellinger, E. W. Hamlin, Kinzer and Sager.

Agriculture and Domestic Manufactures—Messrs. Skinner, Wherry, Frick, Hamilton and Ferguson.

Militia—Messrs. Fry, Crabb, M'Farland, Hendricks and Jamison.

Roads and Bridges—Messrs. M'Farland, Barnes, Jamison, Hoge and Frick.

To Compare Bills—Messrs. Faulkner, Ferguson, Wherry, Mellinger, and Fry.

Vice and Immorality—Messrs. Slyfer, Coolwin, Mellinger, Hoge and Price.

Private Claims—Messrs. Kinzer, Cresswell, Darsie, Foulkrod and B. D. Hamlin.

Public Printing—Messrs. Darlington, Evans, B. D. Hamlin, Mellinger and Foulkrod.

New Counties and County Seats—Messrs. Piatt, Kunkle, Buckalew, Slyfer and Quiggle.

Both Houses adjourned over until Tuesday.

XXXIII CONGRESS—FIRST SESSION.

WASHINGTON, JAN. 10.

HOUSE.—Mr. Drum announced the death of Mr. Muhlenberg, who died last night.

After passing an eulogy on his private and public character, he substituted resolutions expressive of deep regret in consequence of the event, tendering to the relatives of the deceased the sympathy of the House, and resolving to wear crape on the left arm for thirty days, and that a committee of four members be appointed to accompany the remains to the late residence of the deceased, this afternoon.

Mr. Dawson having been intimately associated with Mr. Muhlenberg, felt himself called upon to discharge the last painful duty of adding a few words of eulogy.

Mr. Straub likewise spoke in warm terms of the deceased.

After the resolutions were passed, the House adjourned.

SENATE.—After unimportant business, Mr. Cass's speech, in reply to Mr. Clayton, was postponed until to-morrow.

The death of Mr. Muhlenberg was announced. Mr. Brodhead delivered an eulogy, when the Senate adjourned.

Death of the Hon. H. A. Muhlenberg.

PHILADELPHIA, JAN. 10.

The Hon. Mr. Muhlenberg died at Senator Brodhead's residence, Washington City, last night at 10 o'clock. His death was announced to-day. His remains were taken to his late residence in Pennsylvania.

LOUISVILLE, Ky., Jan. 10. Crittenden was elected this evening to the U. S. Senate. The democrats voted for Gov. Howell; the vote stood as follows: Crittenden 78, Howell 55.

The San Francisco.

We find the following in the Baltimore Sun in relation to the steamer San Francisco. It is more favorable to the safety of the vessel than at first reported:

The following interesting dispatch was received yesterday by the Secretary of the Navy, from Messrs. Aspinwall & Co., owners of the steamer San Francisco:

NEW YORK, January 8th.—Mate of the brig Napoleon spoke the steamer San Francisco, December 25th. He gives a consistent and intelligent report, and states that Capt. Watkins had plenty of provisions. He had, however, lightened the ship. There were no men at the pumps.

The brig Napoleon was at the nearest point within thirty yards of her, and saw twenty male passengers on deck. The cabin, hurricane deck forward and wheels were standing. The damages to the steamer were merely in her upper works, amid-ships. The wheel-houses were gone, but the wheels were entire, and both guards in good order. The mate is sure that the rudder was all right. The foremast was gone above deck, but the mizen-mast, (an important fact towards her safety) was standing. Both smokestacks were entirely gone. The hull looked to be in good order. The sea was heavy with a strong night breeze from the north-west. As far as could be ascertained the same pumps were working.

The steamer was again seen on the 20th December safe, with the drag out forward, and her head to the wind. The damages to her occurred in the gale of Dec. 24, which was intensely severe.

The San Francisco is insured in Wall street for \$300,000. It is stated the Government paid \$80,000 for the conveyance of the troops to their ports of destination.

Among the passengers were a married daughter of Mr. Everett, and a married daughter of Judge Tancy, the wife of Colonel Taylor.

We learn from the Washington Globe that the Secretary of the Navy has directed two energetic officers of the Navy, Lieutenants Gansevoort and Boggs, to proceed in the Alabama, (the vessel chartered by the War Department for the purpose of rendering assistance to the San Francisco,) to afford such aid and advice as their experience and judgment may suggest. The Alabama, with coal sufficient to last fifteen to eighteen days, and fresh provisions for passengers, sailed from New York early yesterday morning. The Globe says:

The Secretary has also directed the sloop of war Decatur, now fitting for sea at Boston, to proceed in the search, if, in the opinion of the commandant of the yard, she can be of service.

Since the above was in type, we learn that the Secretary of the Navy has directed the steamer North Star, at New York, to be chartered, officered and manned, and sent to the relief of the San Francisco.

Arrival of the Steamship Canada.

ONE WEEK LATER FROM EUROPE.

HALIFAX, JAN. 4.

The Cunard steamship Canada arrived here at 9 o'clock this morning, having made the run hither from Liverpool in less than eleven days. She brings Liverpool dates of Saturday the 24th ult., which is a week later than the dates previously received.

The steamship Baltic, from New York, arrived in Liverpool on the evening of the 22d ult.

RUSSIA AND TURKEY. It is reported that the Persians have been induced to declare against Turkey, by a direct promise from the Czar to remit the debt and restore to the State the disputed territory. The Shah places 30,000 troops at the disposal of the Czar.

Turkey has forbidden the exportation of grain. The combined French, British and Turkish fleets entered the Black Sea on the 10th ult., and it is supposed their destination was Sebastopol. Three ships of each squadron remained for the protection of Constantinople.

The Czar having frequently declared that the entry of the Black Sea by the combined fleets would be considered as equivalent to a declaration of war, the withdrawal of the Russian Ministers from Paris and London were immediately looked for.

The skirmishing between the Russian and Turkish forces was continued. Kalafat was attacked on the 4th, when the Russians were repulsed. The carnage was, however, very severe on both sides.

On the 13th, two Russian steamers and several gun-boats attacked Matakchinn—with what result was not stated.

There is nothing later from Asia, but the general tenor of the advices indicate the operations as unfavorable to the Turks.

The British Consul, at Jassy, in Moldavia, has retired from the Principality.

The Russian Government has ordered all foreign merchant ships going to the Ottoman ports in the Black Sea, and carrying munitions of war shall be seized, though under neutral flags.

An insurrection has broken out in Crimea, the Russian Peninsula on the Black Sea, in favor of the cause of Turkey.

The Russian provinces of Bessarabia, immediately to the east of Moldavia, and the provinces of Kherson and Tauris, or Taurida, have in consequence of the insurrection, been placed under martial law by Russia.

The Paris papers publish a document purporting to be a letter of instructions from the four great powers to their Ambassadors at Constantinople. It bears rather hard on Turkey. The document reached Constantinople on the 13th, and the Sultan's reply was expected on the 20th.

It is reported that the Sultan refuses the proposed armistice, but consents to send a representative to the proposed Conference. It is also rumored that the Czar consents to send an Envoy.

Four thousand Russians and Turks are said to have been killed in the last attack on Kalafat.

LATER FROM ASIA.

The Turkish army in Asia had crossed the Georgian frontiers and marched upon Tiflis. The Turks were everywhere welcomed by the Georgians. The Turkish army took possession of and occupied Erivan, the capital of Russian Armenia, on the river Zengui, it having been abandoned by the Russian troops on the approach of the Turks. The report of the Turkish defeat at Alhalzik is doubted, although a battle was fought there on the 26th of November, attended with considerable slaughter.

The intelligence that the Turkish fleet was at Sinope was carried to the Russian Admiral by an Austrian steamer.

RUPTURE BETWEEN PERSIA AND ENGLAND.

A rupture between Persia and England happened anterior to the declaration of war by Persia against Turkey, occasioned by an insult to the British Embassy.

ENGLAND.

The vacancy in the British ministry, caused by the resignation of Lord Palmerston, has not yet been filled.

The weather is reported to have been very severe upon the Irish coast, and many shipwrecks have occurred. The ship Niagara had gone ashore near Wexford. Her passengers, 150 in number, and cargo, were saved.

The ship Pollock, from Mobile, had put into Queenstown, much damaged.

The English Cabinet met on the 23d of December. Sir George Grey had declined the offer of the Home Secretaryship, and it was reported that Lord Palmerston had been invited to again receive the office, in consequence of Lord Clarendon having threatened to resign.

The Liberal papers complain that Prince Albert is too busy in the affairs of the Army. Some of the papers attribute Lord Palmerston's resignation to his anxiety in that quarter.

FRANCE.

Reports that the sincerity of the Emperor Napoleon in the Turkish alliance, was distrusted in England, caused great indignation, and the French Cabinet was considering the expediency of making an explicit denial. Napoleon had expressed himself as favorable to such an action.

SPAIN.

The difficulty between young Soule and the Duke of Alba has resulted in a hostile meeting, which, however, terminated without bloodshed.

Mr. Soule, the American Minister, had also fought a duel with the Marquis Turgot, the French Minister, which likewise resulted in no damage to either party.

FROM CHINA.

The China Insurgents keep firm possession of Shanghai. The Insurgents were defeated by the Imperialists, at Amoy.

Vienta papers say that the allied fleets had entered the Black Sea on a peaceful errand—to prevent further collision between the Russian and Turkish vessels of war.

IOWA.—The immigration into Iowa, the present season, is astonishing and unprecedented. For miles and miles, day after day, the prairie of Illinois are lined with cattle and wagons, pushing on towards the prosperous State. At a point beyond Peoria, during a single month, seventeen hundred and forty three wagons had passed and all for Iowa. Allowing five persons to a wagon, which is a fair average, would give 8,715 souls to the population.