The Lake Shore Railroad Bill.

An act relating to the Sunbury and Erie Railroad Company, and the Cleveland, Painesville and Ashtabula Railroad Company

Sec. 1. Be it enacted by the Senate and House of Representatives, of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same, That the Cleveland, Painesville and Ashtabula Railroad Company, incorporated under the act of General Assembly of the State of Ohio, passed the eighteenth day of February, A. D., one thousand eight hundred and fifty, be, and they are hereby authorized to construct a Railroad, with one or more tracks, connecting at and in the city of Erie, and thence southwestardly along or over the Franklin Railroad to a point on the Ohio State line, to enable the said company to connect with the Cleveland, Painesville and Ashtabula Railroad, under the provisions of an act regulating Railroad Companies, passed the twenty-third day of February, A. D. one thousand eight hundred and forty-nine, and that they shall be, hereby empowered to connect the said Erie and Ashtabula Railroad with any railroad or railroads legally authorized to be built or to lay a road within the limits of the city of Erie: Provided, That all such connections shall wholly cease as soon as the Sunbury and Erie Railroad Company shall have a track or tracks for the use of cars, leading into said city, unless they shall make a connection therewith with said Sunbury and Erie Railroad, at the depots of said Railroad company.

Sec. 2. That the said Cleveland, Painesville and Ashtabula Railroad be, and they are hereby authorized, required to purchase the railroad now constructed from the city of Erie to the Ohio State line, at the right or interest of the Franklin Railroad Company, or any other parties, in and to the same, with its appurtenances and the right of way, with all rights and property connected therewith, and shall also purchase any shares of the said Franklin Railroad Company's stock at par, with interest and principal on all bonds of said Company, according to their tenor; and thereafter the said Cleveland, Painesville and Ashtabula Railroad Company may use and enjoy the said road and its appurtenances, with a full release of and all rights and claims of the Commonwealth thereto or therein; and the said Franklin Railroad Company is authorized to make such sale and transfer to said Cleveland, Painesville and Ashtabula Railroad Company.

Sec. 3. That the said Cleveland, Painesville and Ashtabula Railroad Company shall extend the track or tracks of their road, equal in all respects except gauge, to the main track from a point west of Erie street, being the western boundary of the city of Erie, northeastwardly by the most practicable route to the harbor of Erie, at or near the depot grounds of the Sunbury and Erie Railroad Company, and have the same opened and ready within two years, or sooner if the said Sunbury and Erie, or any other Railroad coming from the easterly direction, shall have one or more tracks in Erie to the said harbor: *Provided*, That the Sunbury and Erie Railroad Company shall grant to them their depot grounds as may be agreed upon by the parties, and that the city of Erie shall give the right of way over and along such streets or public grounds as may be required for such tracks or tracks of said roads to the harbor.

Sec. 4. That all the privileges and immunities granted to the said Cleveland, Painesville and Ashtabula Railroad Company in and by this act, are granted upon the following terms and conditions,

First. The said Cleveland, Painesville and Ashtabula Railroad Company shall make such connection between their railroad and that of the Sunbury and Erie Railroad Company at or near the city of Erie, as may be best adapted to the safe, and ready transferring of cars, passengers, freight and freight, from one road to the other, and the western division of the said Sunbury and Erie Railroad Company shall have down to the line from Sunbury to Erie, then and there, the said Cleveland, Painesville and Ashtabula Railroad Company shall run their freight and passenger trains to the depots of the Sunbury and Erie Railroad Company; and from then, and there shall not grant, furnish or allow to any other whose railroad shall terminate at, or pass in or near the city of Erie, nor to any company companies whose road or roads shall connect with, or be contiguous to, such road terminating in, passing through or near the city of Erie, any the same privileges or advantages which are not or shall be granted and furnished to the Sunbury and Erie Railroad Company, nor give or furnish, or cause to be given or furnished by any agent, or any person or persons, company or companies, directly or indirectly, any inducement of any kind whatever, to any party to travel, or send or forward property or mail matter in any direction, on or over any railroad so terminating at or passing through or near the city of Erie, or connecting or contiguous therewith in preference to trading, or sending, or forwarding such passenger or mail matter on or over the said Sunbury and Erie Railroad, and all passengers, property and mail matter passing over the said Sunbury and Erie Railroad, or destined to pass over the same shall be received and dispatched by the said Cleveland, Painesville and Ashtabula Railroad Company with all proper and reasonable speed and care: Provided, That the right be and is hereby reserved to the Commonwealth to impose a tax on tonnage and travel of the said Cleveland, Painesville and Ashtabula Railroad Company, not exceeding twenty five cents on each ton of freight, and twenty-five cents on each passenger

Second. The said Cleveland, Painesville and Ashtabula Railroad Company shall, before exercising the rights and franchises granted by this act, subscribe for five thousand shares of the capital stock of the Sunbury and Erie Railroad Company, to be paid for in the bonds of the said Cleveland, Painesville and Ashtabula Railroad Company, hereafter authorized to be issued, bearing seven per centum per annum interest, payable half yearly, principal payable in twenty years, to be secured by a mortgage of all their property, rights and franchises, and which shall be a first lien or mortgage on that part of their property in Pennsylvania and on the rights and franchises granted to be granted by this act. Said mortgage to be executed to such trustee as shall be satisfactory to the said Sunbury and Erie Railroad Company. Payments in bonds on account of such subscription to be made and stock be issued therefor in the same proportions and at the same times, that the city of Philadelphia shall make the payments upon her second subscription of ten thousand shares to the capital stock of the said Sunbury and Erie Railroad Company, which said five thousand shares of stock, when otherwise agreed to by both parties, to be inalienable until the maturity of the bonds given in payment therefor, and so declared on the face of the certificates for the same, and in the elections or stock votes of the Sunbury and Erie Railroad Company one thousand six hundred and sixty-seven shares and no more may be voted by the said Cleveland, Painesville and Ashtabula Railroad Company.

Third. That at least three of the directors of the Cleveland, Painesville and Ashtabula Railroad Company shall be citizens of the Commonwealth of Pennsylvania.

Fourth. That said Cleveland, Painesville and Ashtabula Railroad Company be, and they are hereby authorized to issue their bonds, in sums of not less than one hundred dollars each, bearing interest at the rate of seven per centum per annum, payable half yearly to be secured by a mortgage of all of their property, rights and franchises, to the amount of five hundred thousand dollars, and the said Sunbury and Erie Railroad Company are hereby authorized to receive such bonds at par in payment, as before provided, for their subscription to the stock hereinbefore authorized and directed to be made.

Sec. 5. That if the said Cleveland, Painesville and Ashtabula Railroad Company shall, in any respect knowingly and intentionally, refuse or neglect to perform and comply with, all and singular, the terms and conditions hereinbefore recited and named, the fact of such a refusal or neglect having been adjudged by a court of competent jurisdiction, then, and in such case, all the rights privileges, powers and immunities granted to said company by this act or intended so to be, shall forthwith cease and determine: Provided, That nothing herein contained shall be construed to release the Cleveland, Painesville and Ashtabula Railroad Company from liability to the Sunbury and Erie Railroad Company by reason of such a refusal or neglect, but the said Sunbury and Erie Railroad Company may, from time to time, recover from the Cleveland, Painesville and Ashtabula Railroad Company, such damages as they may sustain therefrom

Sec. 6. That immediately upon the passage of this act the Susquehanna and Erie Railroad Company may assign and transfer to the Sunbury and Erie Railroad Company all their estate and effects, rights, liberties, and franchises, and from and after such transfer and assignment, duly executed under their corporate seal, the said Sunbury and Erie Railroad Company shall become vested with all the estate and effects of the said Susquehanna and Erie Railroad Company, and shall & may exercise & enjoy all rights, privileges, and franchises of said company in their own name, and in addition to those now enjoyed or possessed by themselves, as fully as though the same had been directly granted to the said Sunbury and Erie Railroad Company. Provided, That if the said Sunbury and Erie Railroad Company shall, under the rights and franchises transfered to them by the said Susquehanna and Erie Railroad Company, or under any other legislative authority, construct a railroad leading from the city or Erie to the Ohio State line, parallel with the said Cleveland, Painesville and Ashtabula Railroad, or shall connect with any other such railroad, then, and in such case, the said Sunbury and Erie Railroad Company shall pay to the said Cleveland, Painesville and Ashtabula Railroad Company so much as may have been paid on account of the said subscription of five thousand shares of stock, either in cash, or in the bonds aforesaid, at the option of the said Sunbury and Erie Railroad Company, and thereupon the said Cleveland, Painesville and Ashtabula Railroad Company shall be and they are hereby authorised to exercise all the rights and privileges heretofore granted or intended, so to be freed and discharged from all and singular the terms and conditions hereinbefore imposed and provided.

Sec. 8. That before exercising any of the rights and immunities hereby granted to the Cleveland, Painesville and Ashtabula Railroad Company, and to the Sunbury and Erie Railroad Company, respectively, either company shall give to the other notice in writing, under their respective corporate seals, that they accept this act, and agree to become bound by all the provisions and conditions therein contained; and immediately upon either of said companies giving such notice to the other, then such company shall forthwith be and become entitled to all the benefits, rights, privileges and immunities granted by this act, subject, however, to the performance of the terms, provisions and conditions therein contained.

MR. BALL'S REPORT.

The Select committee to whom was referred the resolutions of the General Assembly of the State of Ohio, "Relative to the unlawful proceedings at Erie," respectfully report, that they have had under consideration the subject to which they refer.

Ohio asks of Pennsylvania, "to enact such law or laws as will secure to the people of the United States a free and uninterrupted right to pass across that part of our territory which borders on the Southern shore of Lake Erie, and particularly to secure to the citizens of Ohio by law, the investments made by them in the line of railroad extending from Erie to the Western line of Pennsylvania."

The subject is divisible and forms two distinct propositions.

1st. A request for an uninterrupted right to pass across our territory, which, as an abstract question, is reasonable, the manner of its execution alone presenting difficulty.

2nd. To secure to certain citizens of Ohio by law, the investments made by them in the line of railroad extending from the city of Erie to the Western line of Pennsylvania.

In the opinion of the committee, the laws of Pennsylvania, framed like those of Ohio, to secure justice, are ample for the protection of all investments legally made. When investments are made in violation of law, the result is generally the forfeiture of the amount invested. In the case of the railroad alluded to, the request was unnecessary, as the General Assembly, in annulling the franchises of that defaulting trustee, the Franklin canal, with that reverence of justice which has ever distinguished the Commonwealth, took the precaution to protect the parties in interest in every dollar invested in that work, constructed without authority of law.

Had the General Assembly of Ohio been as mindful then as now of the interests of its citizens, and restrained instead of aiding them as it did, deliberately, by enacting the law of December 10, 1850, by virtue of which they wrongfully made the investment now sought to be protected, then the cause of this reflection would not have happened. That act of Ohio caused to be abandoned to the public injury, a valuable line of internal improvement, designed by its charter to extend from Franklin, Venango county, to Pittsburg, and north via. Meadville, to Lake Erie. Another and a different work, a road decided by the Supreme Court of Pennsylvania to be *inconsistent with the act of incorporation, and a lawless aggression upon the dearest right and the most valuable perogative of the State*, was presumed to be made. It also defeated the construction of another railroad, the Pittsburg and Erie, by usurping its road way along Lake Erie.

This road, like the first one, was authorized by our laws, and greatly desired by the inhabitants of the western counties, whose interests it was designed to benefit, and who have been injured by reason of its non-construction. Dismissing from further consideration what your committee remember, with regret, that Ohio empowered a corporation of her own creation to do acts in derogation of the sovereignty of this State, and regretting the concerted action in which New York enterprise was prominent, having for its motive the declared intention of engrossing the trade of the south and west, and carrying it to New York, to the detriment and disregard of Pennsylvania, that had expended millions to complete a system of improvements as important and valuable to sister States as to ourselves. Such action could not fail but attract attention, as it indicated a spirit of aggression demanding alike consideration and watchfulness.

Resuming the consideration of the first proposition viz: An uninterrupted right to pass across our territory along the southern border of Lake Erie. This question necessarily involves an examination of the principles which should govern the grant.—If the railroad is to be constructed on an air line, or nearly so, and mainly for the benefit of New York and Ohio, without regard to the injury that might result to the business interests of Pennsylvania, whose welfare we are to study, many and insuperable objections present themselves. On the other hand, if the road shall be so located as to secure uninterrupted communication unobstructing as far as practicable, the public highways of the people, and connecting also at the harbor of Erie with other railroads, so that the trade and commerce of that part of Pennsylvania shall not be denied, as now, of facilities, but enjoy the advantages of transportation in like manner as such facilities are enjoyed at Buffalo, Dunkirk, Sandusky and Cleveland; under such circumstances, every facility should be granted, and no obstacles interposed.—The people of the United States, for whom Ohio asks this uninterrupted right to pass across our territory, cannot desire to impair any advantages this State in right of its position, enjoys. Our citizens are entitled to a participation in the advancing prosperity of the country, and any legislation designed to deprive them of it, should not be tolerated. Persons familiar with the subject comprehend that the prosperity of the several lines of our public improvements, extending eastward through the State, depend much on the Lake Shore road, consequently its final disposition is a question of vital public importance. It is of equal, if not greater moment, to the railroad improvements of other States. To them, indeed, it may be regarded as a necessity, inasmuch as the larger portion of their business destined east or west, must pass over it.

Its value may be judged of by the fierce and angry contest waged, and the means resorted to for its possession and ownership. It is the "gate" whereat much of the trade of the West can be controlled at pleasure. Its possession gives a great and decided advantage to the State and especially to Philadelphia. The idea of throwing away such an important advantage, certainly cannot be entertained. Its controlling influence upon trade is of priceless value to Pennsylvania in her competition with sister States. The Sunbury and Erie railroad, just now in the receipt of a munificent subscription from the city of Philadelphia, which alike gives character and certainty to that enterprise, in the opinion of your committee should be the custodian of this Lake Shore road. Philadelphia, in return for the expenditure assumed by her for the construction of this highway from Lake Erie to the Delaware, should not be precluded by Pennsylvania legislation of the advantages incident to her geographical position. She is entitled to enjoy a large portion of the western and lake trade, and the certain way to secure it is to make the Lake Shore road a branch and tributary of the Sunbury and Erie. The creation of an adverse ownership would be alike ungenerous and unwise. Equity enjoins fair dealing with the men and interests of other States. Justice and sound policy demand the perpetuation of every natural advantage now enjoyed by those of our own Commonwealth.—Wisdom indicates to Pennsylvania the advantages to be derived from developing the commercial superiority of her lake frontier. The commerce of the lakes, the richest in the Union, is within her grasp. It can be diverted at Erie and transferred by railroad to the city of Philadelphia. Our geographical advantages must be adhered to, else our citizens in the interior of the Commonwealth and our commercial emporium, will be denied, not only the commerce of Lake Erie, but be robbed of much of the western trade they now enjoy. The advancement of the interests of Pennsylvania is our duty. No other policy will protect and secure those interests, and none other can receive the sanction of prudence and wisdom. View the question in another light, with reference to the improvement of the rich counties south and east of Erie county, and it will be apparent that this road and all others that enter Erie, should terminate at the harbor, that lake shipping may have easy access to them.

Railroads are necessary to commerce, and should be located to ensure to the public the largest convenience. The city of Erie being the terminus of five railroads, will become a mart of commerce, and the point of distribution for all the interior counties in North-Western Pennsylvania. It will be the point whereat a vast commerce will accumulate, to be transferred by railroad to Philadelphia.

The interior counties naturally wish to participate in the advantages of this lake trade, by sending to and receiving from it that which constitutes its commerce. Those counties desire, also, the advantage of a Philadelphia market, which will be secured to them by lateral or branch roads connecting with the Sunbury and Erie. All these hopes will be blasted should this Lake Shore road be located on an air line, or nearly so, as contemplated. To locate it in such a manner would give to New York a monopoly of the trade and travel of the West. Our duty is to legislate for Pennsylvania and to secure to our own citizens every advantage which nature has conferred upon the State. The Lake Shore route is justly the property of the people, and should be disposed of in such a manner as to operate most beneficially upon the interests of the counties of Crawford, Warren, Mercer, Lawrence, Beaver, Venango and Erie. Those rich and fertile counties desire railroad facilities to Philadelphia, and should they be denied a connection with the Sunbury and Erie, by branch or lateral roads extending northwardly to connect with its main line, they must remain in their present isolated positions With the assent of the Legislature their difficulties, will be of easy solution.

Experience has proven that one main line of road is sufficient to carry forward to tide water the business gathered from a large surface by many branch roads. It is recommended by your committee, to transfer the Lake Shore road to the Sunbury and Erie company, the parties in interest being first paid the cost of it, and that ample branching powers be conferred upon the Sunbury company, to construct or to aid in constructing branch roads, extending from the main stem to the principal towns in the counties named; this power with the aid of local subscriptions, would speedily secure a railroad connection with Meadville and other important points. Such investments would forever free from rivals, and secure on the one hand prosperity to those fertile districts, and on the other, engross and convey to Philadelphia, an amount of trade, the value of which it is needless to attempt to estimate. It is enough to say that in its aggregate, it will be second to no inland commerce on the continent. A liberal policy of this character tends to harmonize and blend the interests of the people, begets and secures an acquaintance, builds up a loyalty to State and metropolitan interests, in every way desirable and patriotic. It is evident, should this Lake Shore road be transferred to a foreign coporation, to augment their trade and secure their own commercial wants and conveniences, that Pennsylvania will be *bridged over* to the detriment of every general interest, and to the destruction of every local want or hope. It will be to deny Crawford, Lawrence, Warren, Mercer and Venango counties, of every prospect of railroad connections and business development, dependent upon such improvements. These rich and loyal counties cannot acquiesce in a wrong so great.

They bear cheerfully the public burdens, and ask only that they may be treated as children, and not as aliens. This western road being in the hands of a Pennsylvania company, and that corporation empowered to extend its iron arms to those counties, presents the only rational hope they have of realizing railroad connections with other portions of the State. Deny them this boon, then grant to a foreign corporation what you refuse to your own citizens, and you will have done a wrong which no parental government can justify.

There is a natural harmony of interests between the counties named, which can be brought into action should a proper policy be pursued, and the inhabitants will cheerfully contribute means to second it; as with the aid of the Sunbury and Erie company, it will be within their power to accomplish their enterprizes; and western Pennsylvania in a few years would exhibit a network of railroads, laden with a rich commerce, all of which would be poured into Erie, with affection and pride, an offering to our own city of Philadelphia. The States of New York and Ohio, by a policy alike judicious and wise, and an energy of purpose to be admired and imitated, have extended their improvements to meet and connect with the commerce of Lake Erie, which has proved to them an inexhaustible mine of wealth. Ohio, by a well digested system of internal improvements, has developed the advantages of her ports on Lake Erie. New York by an equally well devised system, has secured a like happy result.—In consequence of this policy, Cleveland, Sandusky, Dunkirk and Buffalo, have become populous cities, important marts of trade, and enjoy a commerce equal in amount, and more profitable than the entire foreign commerce of the United States. Singly or combined, the places named offer no natural advantages superior, and in many respects have none equal to the advantages possessed by this State at Erie.

Pennsylvania, with a front on Lake Erie as valuable as that possessed by New York or Ohio, and with advantages in many respects superior to either, in right of her position holds the key to the trade of the west, and in a spirit of laudable enterprise, must avail herself of these advantages, by encouraging and building up the commerce of her lake ports. It is designed, however, in a spirit of liberality, that whatever advantages Pennsylvania may possess, New York and Ohio shall share and enjoy them within our own territory on the same terms and conditions that we enjoy them. Equal advantages, it is our pleasure to secure and extend on our own soil to all. The opening of another avenue of trade from Lake Erie to the Atlantic, through Pennsylvania, cannot injure, but must benefit the people of the United States, it will secure competition, prevent monopoly, cheapen transportation, facilitate travel and enhance the value of products.

The highest measure of liberality is equality.—To swerve from such a standard would be to do injustice, either to our own people or to those of other States.

Animated by principles so just and liberal, your committee cannot doubt but that the legislation and enterprise of sister States will cheerfully conform to, and join us in the practical upholding of views so eminently just.

Your committee will not dwell upon the good results likely to flow from such a policy; suffice to say, that population and wealth will rapidly increase; large towns and cities will spring up, in portions of the State where the solitude of nature now reigns undisturbed. The arts will flourish, mines will be opened, manufactuaries established, mineral resources developed, agriculture stimulated, the rewards of industry advanced, and a steadily increasing trade will recompense the enterprise of the people.

In concluding this subject, the committee deem it not improper to call attention to the disposition manifested at an early period of the troubles at Erie, to coerce the people by threats and menaces, to submit to a policy injurious to the public interests. The interference of the federal authorities was unwisely sought, and the power of Congress invokad in derogation of the sovereignty of Pennsylvania, for the purpose of inflicting a wanton outrage upon citizens, when no question, had arisen, the settlement of which might not properly come within the jurisdiction of our own courts, and our own executive authority. The law reigns supreme throughout this State, and they who violate its sanctity do so at their peril. With remedies ample for every wrong and power sufficient for every emergency, all external effort or interference with our affairs will be of no avail. Pennsylvania will maintain, as she has ever done, that the right to regulate commerce within her own borders, is a right belonging to each State, which neither Congress nor a sister State can interfere with, and any effort at such interference should be resisted.

It may be said that the policy indicated looks to the interests of Pennsylvania, and neglects the wants of other States. A free passage across our territory will be given to all, and it is only proposed to secure for our own citizens, advantages equal to those granted to the men of other States. It is a principle recognised by governments, and practiced upon, that "where no principle of amity or commerce is to be violated, it is the right and duty of the State to turn her natural advantages to the promotion of the views and welfare of her own people." There certainly can be no want of courtesy in this position.

The question of a break of gauge is not properly before the committee, as it exists by no law of Pennsylvania. Ohio desires to extend her railroads eastward and New York hers westward. The roads of the two States differ in their width of track.—For this difference, Pennsylvania is in no way responsible. When New York and Ohio reshackle their conflicting policies and make their roads of one uniform width, East and West, then the obnoxious obstacle, of which the public complain, will have an end. It is desirable to have our sister States harmonise on this subject, that the breaks of gauge, odious to Ohio, existing at Dunkirk and Buffalo, may cease, and in the meanwhile their respective roads will have free admission within our territory.

As instructed, your committee have prepared a bill herewith submitted, subject to amendment for the final adjustment of this vexed question. It requires the road to terminate at the harbor of Presque Isle, where it connects with other roads extending east. All payments into the treasury in the form of bonuses, in the opinion of the committee, should be rejected as discreditable. Pennsylvania should sell neither her sovereignty nor her right of soil.

GIDEON J. BALL,
W. C. PATTERSON,
L. T. PARMLEE,
B. B. CHAMBERLIN.

P. T. BARNUM'S
GRAND COLLOSSAL
MUSEUM AND MENAGERIE!!

THE largest travelling Exhibition in the world, being a combination of all the most popular and unexceptionable amusements of the age—enlarged and improved for the season of 1854.

A Team of Eight Elephants

will draw the great Car of Juggernaut. A BABY ELEPHANT, only one year old, and but 3 1-2 feet high, will carry on his back around the interior of the immense Pavillion, the Lilliputian *General Tom Thumb*. The Magnificent Cortage comprises 140 Horses and 100 Men. The Pavillion of Exhibition has been enlarged until it is capable of accommodating 15,000 spectators at once. The collection of living Wild Animals includes the most splendid specimens ever exhibited in America. Among many others will be found

Eight Beautiful Lions,

fresh from their native Forests; A Monster White or Polar Bear, of prodigious size and ferocity; A Magnificent Royal Tiger, the largest one ever captured alive, A Pair of Young Lions, only six months old; Brazillian Tigers, Black and Poonah Bears, Hyenas, &c. The drove of Elephants were captured in the Jungles of Central Ceylon, by Messrs. S. B. June and Geo. Nutter, assisted by 260 Natives, after a pursuit of three months and four days in the jungles.—They were finally entrapped and secured in an Indian Kraal or trap of enormous dimensions, and prodigious strength, where they were subdued.

P. T. BARNUM,

Proprietor of the American Museum, New York, has the honor to announce that, encouraged by the brilliant success which has attended all his various efforts for the amusement of the public, he has been led to form the project of organizing a vast traveling

MUSEUM OF WONDERS!!

Which comprises a greater variety of attractions, and more extraordinary Novelties, than any traveling exhibition in the world. Every feature of this Mammoth Establishment is of a peculiar and interesting nature, and the whole is produced upon a gigantic scale of magnitude. The travelling paraphrealia of the American Museum, as it enters each town, is preceded by the gorgeous

CAR OF JUGGERNAUT,

drawn by eight Elephants, superbly caparisoned, being an accurate model of the terrible engine of idolatrous sacrifice, finished and decorated in all the extravagance of the Hindoo style. Following this monster vehicle, is a long procession of costly Cages and Carriages, the whole forming a spectacle of more than Oriental splendor. The Exhibition will take place within a magnificent variegated Pavillion, composed of American Flags, of waterproof fabric. The real, genuine, original

GENERAL TOM THUMB,

is attached to this Exhibition, and will appear in all his performances as given before the principle crowned heads of Europe, including songs, dances, Grecian statues, and his admired personations of Napoleon and Frederick the Great. The little General is *Twenty-two* years of age, weighs only fifteen pounds, and is but twenty-eight inches high. Also engaged,

Mr NELLIS, the man without arms, who will execute his extraordinary feats of loading and firing a pistol with his toes, cutting profile likenesses, shooting at a mark with a bow and arrow, playing upon the Accordeon and Violoncello, etc. Mr. Nellis, in these performances, exhibits a wonderful example of what indomitable energy and industry can accomplish, even when laboring under disadvantages apparently the most insurmountable. A complete Menagerie of LIVING WILD ANIMALS is also included in the American Museum, and at a convenient period during the Exhibition, Mr. SENGEL, the Lion king, will enter the Dens of the Wild Beasts, and give his classical illustrations of Hercules struggling with the Nemean Lion; Daniel in the Lion's den; Sampson destroying the Lion &c.

One of the most interesting portions of the Exhibition is formed by the display of a great collection of

Wax Statuary,

including figures of the size of life, of all the Presidents of the United States, and also of a great number of noted characters, American and Foreign, all of which are accurate likenesses, and gorgeously costumed. In fact, the whole Establishment is the most repository of

WONDERFUL OBJECTS OF NATURE AND ART

that it would be impossible to give within the limits of a newspaper advertisement, and which has been brought together at an enormous expenditure of means, *forming the largest and most novel traveling exhibition in this or any other country.*

A fine Military Band will perform the most popular airs of the day at the procession enters town, and also during the hours of Exhibition. The AMERICAN MUSEUM & MENAGERIE will exhibit at

Erie, Wednesday, May 17, 1854.

Doors open from 1 to 4, & from 7 to 9, P. M. Price of admission 25 cents. Children under 9 years of age 15 cts., to the whole of this immense Establishment, including Gen. Tom Thumb, the entire collection of Wild Animals, Wax Statuary, Mr Lengel's performances in the Dens, Mr Nellis' performances, &c., no extra charge under any pretence whatever, let the reports be what they may

Erie, April 29, 1854.—td50.

GENTLEMEN'S FURNISHING GOODS.

A FRESH Stock of the *new spring styles of the best qualities* of Goods; a lot of the celebrated French Yoke Shirts, Collars in abundance, with 50 styles of Cravats and Stocks, many of them of new style of material, never offered in market before.—Also, all those of silk, silk and wool, colored, mixed, white and brown cotton of all prices. Also, Pelin's celebrated Kid Gloves, with silk lined, linen, cotton, Beaver, Berk-skin Gloves. Also, Suspenders, umbrellas, bags and satchels, with many other articles too numerous to announce. The stock being large and bought for cash in hand, will be sold cheaper than can be bought at any other place in the county of State. Come and see if these things are not so, at No. 3, Brown's Block, Erie, Pa.

Erie, April 22, 1854—49. JOHN H WARNER

The very Latest at the Empires.

THIS day received by Express from H CADWELL, who is now in Philadelphia, the choicest lot of fancy goods ever brought to Erie, comprising in part of embroidered and plain white crape Shawls, Silk Shawls, Brocha, Cashmere, Thibet and De Laine Shawls. Stripe, Plaid, Brocade and plain Dress Silk, [illegible] and mourning grenadiers to nice to be described; Copper, Silk Tissues and Berrages, Persian Shollies and De Laines, printed Jacouets and Lawns, French work, Chemisets Undersleeves, Collars, Flouncing, Edgings, &c., &c. Every one knows we sell goods cheaper than any body else in this part of the world, it is therefore unnecessary for us to tell you of it—Please call and look for your selves.

Erie, April 22—49. CADWELL & BENNETT.

GILT Picture and Portrait Frames, ornamented in rich gilt, [illegible] and plain Gilt Mouldings on hand and Frames made to order, by

April 22. F M AUSTIN.

NOTICE.

ALL persons knowing themselves indebted to John H Burton, dec'd are requested to call and settle immediately, and those having accounts against the same will present them properly authenticated for settlement. The Books and Notes are in the hands of George Burton, No 5, Reed House, where they will be until the 1st of July next, when if not settled, they will be collected according to law. JOHN HERRON, Ex'r

Erie, April 22—49 MARY A. BURTON, Ex'rx

DR FOX having secured the services of Dr EMERY, one of both may be found at the office at all times to attend to patients Erie, April 14, 1854

Millinery and Fancy Goods.

MRS. N. M. BARRETT has returned from New York with her Stock of Millinery, consisting of Silk and Straw Hats, Caps, Head Dresses and French Flowers, Crapes, Silks, Lawns, Ribbons, Embroideries and Laces, Hosiery Gloves and Mitts, Mauvelins, Silk and Trimmings, Dress Trimmings, with a general assortment of Millinery of the latest style, which she offers to her customers on the most reasonable terms, all orders for work or goods will meet with prompt attention. Milliners furnished with goods. Bonnets and pattern Hats at reduced prices, at the corner of 5th and State streets opposite Wright's Block.

Erie, April 15, 1844—tm4. MRS N M BARRETT

PAPER HANGINGS!

JUST received by Express, a part of the largest, cheapest, and best Stocks of

Wall and Window Paper,

ever brought to this market. Also Bordering to match! We do not pretend to sell at cost, but as this paper was purchased from one of the largest

Manufacturing Establishments

in the country, and at a bargain, we can and will sell as cheap as those who pretend to sell at cost, and a much better article at that. For proof call and see. DUBLIN & SLOAN,

Erie April 15, 1854—46. No. 3, Boyd's Block.

This Way for your Bargains.

WE now have a large and splendid stock of Shoes, comprising a full assortment of Ladies Gaiters, Slips, Opera Ties, and also a good assortment of Gents wear, which we will now offer you at prime cost to close the Shoe trade.

April 15, 1854—49. S. JACKSON & SON

BONNETS and Ribbons, a great variety just received by

April 15—49. JACKSON & SON.

ANY quantity of Calicoes for sale at sixpence prices by

April 15,—49. JACKSON & SON

100 Kegs White Lead just received and for sale by

April 15, 1854 BURTON & SINCLAIR.

ZINC PAINT and Porcelain White, a large stock in store and for sale at April 15—49. BURTON & SINCLAIR.

CAMPHENE, distilled weekly and worth 90 per cent. more than New York Camphene, for sale by barrel or gallon, by

April 15, 1854—46. BURTON & SINCLAIR.

RUSSIA SALVE for burns, cuts, chilblains, corns, sore eyes, Frozen limbs, sprains, bruises, Erysipelas, Poisons, &c., &c. A fresh supply of this deservedly popular remedy just received by April 15,—49. BURTON & SINCLAIR.

BLACK Tea of very superior quality, Old and Young Hyson can be found at April 15—49. CARTER & BROS.

STAR Candles, the best quality of Cincinnati make, at April 15, 1854—49 CARTER & BROS.

LARD Oil, No. 1, of fine quality, by the barrel or gallon at April 15,—49. CARTER & BROS.

8000 Sugar cured Hams and Shoulders; 50 bbls—50 bushels dried Apples; 50 bbls—150 bushels small white Beans for sale at April 15—49. TIBBALS & HAYES

Philadelphia Hats.

HAVING made arrangements for a regular supply of the celebrated HATS of Charles Oakford, of Philadelphia, on favorable terms, those wishing to purchase will please call and examine for themselves. They are beautiful, good and cheap. I shall open a splendid stock of Summer Hats of every variety

Erie, April 8, 1854—47. S. SMITH.

Removal—New Goods!

WE have removed our stock of Dry Goods and Millinery to the well known stand formerly occupied by Merrick & Davis on Park Row, half-way between the Reed House and Brown's Hotel, where it is receiving large accessions direct from Philadelphia, where our goods have been selected with more real discrimination and purchased at prices unusually low.

Flattering ourselves that our stock will compare favorably with any in the city for cheapness, variety and neatness of style we solicit the attention of purchasers.

Erie, April 8, 1854. ROOTS & STEWART.

The Latest Styles.

THE Ladies will find at Selden & Ely's a very large assortment of Dress Goods consisting of

French Merino,	Paramata,
German do,	Colorgh,
Woolen Plaids,	Alapaca,
Bombazine,	All wool M DeLaines,

Which cannot be surpassed in this or any other city for fineness of quality and cheapness.

Oct. 15,—tf. SELDEN & ELY.

The Hazard Powder Company,
MANUFACTURERS OF GUN POWDER.

CONTINUE to furnish Gunpowder of all their well-known brands, viz: "Kentucky Rifle," "Sea Shooting," "American Sporting," "Indian Rifle," "Hazard's," "Sport Shooting," in kegs, half and quarter kegs, and canisters of one pound each. Also, a full assortment of Powder for blasting, and mining purposes, and for export. The reputation of their Gunpowder is too well known to require comment. For sale by the proprietors and dealers in this place, and at the office of the Company, 70 Wall Street, N. Y. City.

A. G. DUPONT, Secretary. A. G. HAZARD, President

April 15, 1854—3m47.

Mechanics Wanted.

ONE or two Carpenters or Wagon Makers will find employment at the Foundry of the subscribers. Those who have some experience in moulding Plows preferred. None but good workmen need apply. SENNETT & CO.

Removal of the
NEW MUSIC EMPORIUM
To the first door east of Erie Bank.

WM WILLING respectfully announces to his friends in general, that he has removed his establishment to the store formerly occupied by John Atkinson, Jr., Gas fitter, where he will continue to keep on hand a superior assortment of Pianos, with Dulce and Campean Attachments, from the celebrated manufactories of Knabe & Gales, Chickering, and Boardman & Gray. Also: Melodeons manufactured by Bishop & Childs, Prince & Co., and Carpenter, of the latest and most improved styles. His assortment of

Guitars: Flutes, Fifes, Banjos, Violin Strings, Accordeons, Sheet Music, and Instruction Books

is very large and comprises the latest and most approved kinds and styles. Instructions given in Vocal and Instrumental Music as usual. Pianos tuned and repaired. Old Pianos taken in exchange for new ones.

Erie April 8, 1854.

New Goods at Cookin Cheap Cash Store.

I am receiving lots of new and fashionable Dry Goods, which I will be sold for Cash at rates that no one can complain.—Goods of every style receiving daily, and of the latest importations. If you want good bargains, call at

Erie, April 1, 1854—46. COOK'S Cheap Cash Store

Delay Not,

TO purchase your China, Glass, or Crockery. Now is the time to do so to a bargain. You will please yourselves best at China Hall. April 1, 1854—46.

Dissolution of Partnership.

THE partnership heretofore existing between O. & C. Miller, is this day dissolved by mutual consent. The business will be continued by Chas. Miller, one door north of the shop now occupied by us. The books and accounts of the late firm are in the hands of C. Miller, who is duly authorized to receive and pay all debts of said firm. All who are indebted to them, either by note or book account, are requested to call and settle immediately. The old customers are invited to continue their patronage to Charles Miller, who will spare no pains to please all who may give him a call

O MILLER.
Erie, March 30, 1854.—1m6. C MILLER

From Philadelphia and New York.

HAVING just returned from the above cities with one of the largest, choicest, cheapest stock of Goods that we have ever had the pleasure of offering to our friends, we are now prepared more confidently than ever to challenge comparison, and defy competition with any and every dealer who may presume to enter the lists.

Ladies, having given more than usual attention to your wants and tastes, by selecting the latest and most fashionable styles, to be found in Philadelphia, we particularly invite your examination before purchasing. In Silks, we can show you the most elegant Brocade, Plaid, Striped, Black and Colored Plain and Indian. In Spring and Summer Dress Goods, we have the latest styles of Paragon, Berge de Laines, Challey Berages, Poplins, De Bege Lawns, embroidered, striped, dotted, checked and plain Muslins; also, new styles of French Worked Collars, Sleeves and chemisettes, in sets and singly, bands, flouncings, edgings and everything else that you can want, think of or ask for.

For Gent's and children's wants we are equally well prepared.

We would invite the particular attention of Housekeepers and those about to become such, to our complete stock of House furnishing Goods, consisting of Linen and cotton sheeting, pillow and table linen, napkins and towels, table covers, window and wall paper, lace and Muslin drapery, trimmings for curtains, and above all to our extensive stock of Carpets, Oil Cloths and Mattings, of all prices and qualities, consisting of some 50 pieces of Wool Carpets bought with Cash, as were also all of the above named Goods, thereby giving us the advantage over every other house in the city, an advantage that we are disposed to give to you, our customers, and which you cannot fail to appreciate.

Ladies, Cease and Children, Come and and we will verify our statements.

Erie, April 1, 1854—46 CLARK & METCALF.

Special Notice.

THE subscribers desirous of leaving this city, and having concluded to go West, offer for sale their entire Stock of Drugs and Medicines, upon terms that cannot fail to suit. Any one desirous of purchasing will find it to their advantage to give us a call. April 1, 1853—46 SEWARD & SAXTON

TO RENT.

THE store now occupied by the subscribers as a DRUG STORE in Wright's Block. SEWARD & SAXTON

Erie, April 1, 1854 46

IRON BEDSTEADS,

MANUFACTURED by J B Wickersham, 314 Broadway, N. Y. Head quar