

MELANCHOLY SHIPWRECK.

ONE HUNDRED AND FORTY LIVES LOST!—The disasters at sea seem to be unusually frequent this season, every arrival brings intelligence of some recent wreck.

The Minstrel left Limerick, (Ireland) on the 21st of April last, for Quebec, with one hundred and forty passengers, emigrants intending to settle in Canada—

The following are the names of the survivors— Crew—Patrick O'Loughlin, steward; James Grady, and Thomas Enright, seamen; and John Donoghue, apprentice.

The following is a statement of the number of the crew and passengers who perished:

Crew—Capt. Outerbridge, mate, and 9 others—11. Passengers—Male Adults, 47; Female do. 41—88. Males under 14, 10; Females do. 8—18. Males under 7, 9; Females do. 12—21. Infants, —10. Total perished, 149.

The Minstrel was well known in the Quebec trade as a passenger ship from Ireland. She belonged to Limerick, and registered 296 tons.

The passengers above mentioned as being saved, left the Wellington at Grosse Isle, and came to Quebec in the brig Thetis, Capt. Ross, from Limerick, with 131 passengers.

MATRICIDE.—A young man, named Wm. Carleton, in a fit of insanity, on Tuesday, took the life of his mother.

It appears that the deceased, who was 63 years of age, and totally blind, had two sons and a daughter, and that one of the sons named William was insane, though his conduct had never been so violent or extraordinary as to induce his friends to place him under any restraint.

United States.

Wonderful Cure.—We heard the following particulars, a few days since, of an almost miraculous transition from disease and infirmity to health and vigor, in the person of Mr Isaac Newman, of Somerset county Md.

Eusion (Md.) Gazette.

Deaths in N. York last week were 122.

GOVERNOR PORTER.

In looking to the course of the executive of Pennsylvania, one is really tempted to hazard the conjecture that his very frequent resort to the veto power, so anti-republican in its principle and tendencies, is designed to bring its use into disrepute with the people, and thus bring about its abrogation.—TEN times, during the present session of the legislature, has Governor Porter nullified the action of the two houses, by the veto of as many different laws.

THE TIMES.—"Why are not the times better?" ask the Locofocos. "Did you not promise us better times as soon as Harrison should be elected?" say they.

Well, we promised to reform the Government, to stop the squandering of money, and to restore public prosperity; but we promised no miracles. We addressed men of sense, not fools. The mischiefs which the country suffers were brought on by a series of bad measures, and can no more be repaired in an instant than a patient reduced almost to a skeleton by quackery can be restored to vigorous health and strength in a day.

PENNSYLVANIA.

It has been lately ascertained that the completed State works of Pennsylvania cost originally \$20,158,791 64. They have thus far yielded an aggregate revenue of \$6,121,623 81, and have cost for repairs, motive power, superintendence &c., exclusive of interest, no less than \$6,694,205 80, or a half a million of dollars more than their entire income!

The Philadelphia Nation Gazette says, in reference to this matter— Chronicle.

"When a man's living exceeds his income, he is generally considered in the high road to beggary. A community from like causes must experience like effect. The State of Pennsylvania is on the high road to beggary. Or, what is worse, she has been spending more than her earnings, and has begged until her story has become stale, and no sensible person will give her a sou.

The Yeoman a vile paper published in Harrisburg by Hutter and Bigler, designs JOHN BANKS as the 'Stevens candidate' for Governor. This is a trick which will do the object of it no harm.

Good.—A lady's dress accidentally caught fire in one of the Philadelphia railway cars the other day, and on being told of it by one of the conductors, she very coolly replied, that "she was quite delighted at the idea of catching a spark."



THE JOURNAL.

One country, one constitution one destiny

Huntingdon June, 2, 1841.

Democratic Candidate FOR GOVERNOR, JOHN BANKS, OF BERKS COUNTY.

Porter's Economy!

If there was any one thing to which Porter was pledged more than another, previous to his election, it was a retrenchment in the expenses of the public improvements. The alpha and omega of all the tirades against Ritner, was the extravagance and corruption on the canals and rail roads.

He was elected; and how has that pledge been redeemed? Have you, sir, who claim so much honesty, in the loco foco ranks, examined the facts? Have you who spend so much of your time heaping your vindictive curses on the 'Big Break Thieves,' ever examined to see if there are not 'rogues about' now?

They were mighty honest, patriotic, and with all, remarkably interested in telling the people how they were robbed by the rascally anti-masons. But they have no complaints to make when the hands of their own partisans are thrust into the peoples' treasure, and thousands squandered to enrich the pimps and pandars of the present executive.

We ask of every man who is honest, to examine into the expenditures on our public works since Porter's election, and compare them with any year under Joseph Ritner's, and they will find them increased to a fearful amount. A few weeks since, we gave a comparative statement of the cost for repairs on the canals and rail roads during the last year of Ritner's, and the last year of Porter's administration.

We will, then, in the first place, take the division of Mr. David Woods, from Huntingdon to Aughvick dam, being a distance of 19 miles. For damages, \$2,268 45, and for repairs, \$23,701 25, making the enormous sum of \$25,969 68 for nineteen miles of canal, or more than twelve hundred dollars a mile!

One other case may suffice. Wm. Morehead was supervisor on the Portage rail road, and during the fiscal year of 1840, he paid out \$88,914 43, and left, when discharged, \$26,000 of debt; making nearly one hundred and fifteen thousand dollars, expended on 36 miles of rail road, or more than three thousand a mile; and this is called economy too.

Farmers! under this state of things, when do you expect to be released from the State tax, laid on by Porter and his party? We shall leave you to answer the question in your own way.

The Revenue Bill

Is declared by some of the magicians of the Loco Foco party, unconstitutional. TORY Ingersoll, and G. M. Dallas, he who is so learned in the bloody code of Draco, are the principle characters in this new play. TORY cares as much about our constitution as he did about the success of our armies in the revolution, or rather as he would have cared, had he been a man at that time; and Geo. M Dallas cares more for the triumph of party than he does for the preservation of the institutions of our country.

Porter's Prospects!

David Rittenhouse Porter, is again the candidate of the Loco Foco for the office of Governor of Pennsylvania. Forced upon the party against the will of the majority by the activity, drill and tyranny of his office holders.

He was successful in 1838, and as a matter of course, many are now asking what are his prospects now.

We claim no particular knowledge on the subject more than others, nor do we assume to possess the spirit of prophecy. Yet as our opinion is frequently asked, we may as well give it in this public manner, and it will then be known and can go for what it will fetch.

To begin then we say unhesitatingly, that they are very dreary. To judge of the rest of the state by this one county, he will not only be beaten, but absolutely disgraced. Old Huntingdon, is mightiest among the mighty—when the campaign raged with a fierceness which seemed to shake the foundation of our institutions, she was as firm as her own iron bound hills; and in a voice not to be mistaken proclaimed that she knew him.

That was a bitter strife, and we hope never while we live to see any occasion for another. When the time shall again come, when men of such questionable integrity, are again brought forward for the highest honors in the peoples' gift, we for one will lay our hands on our mouth, and silently submit to any indignity that may be forced upon the state. But we are wandering from the subject.

What are Mister Porters prospects? Let us answer. They are hopeless. Death never hurled a surer shaft than now quivers in the hands of the People. Porter will be stricken down, and none will be so poor as to do him reverence. Why? The people know him. The thousand tales which when branded down upon his forehead, have left a mark as plain as that of Cain's; and the people as a body have witnessed that as we are now men, his own deeds since his election have pronounced his own doom.

We know this. In this county in 1838, David R. Porter was beaten 926 votes, and these the menials of this man pronounced fraudulent, or the most of them at any rate. Now what are his prospects in this county, when there will be no fraudulent votes, except the 10 day importation of rag barons by his own office holders. We can answer. John Bank's majority will be not less than 1500, and more than probably 1800.

The "Spirit of the Times" asks who is John Banks? and answers the question by calling him, Traitor, Federalist, Judge, &c.

If the same paper will ask us who is David Rittenhouse Porter? we think that we can answer the question in terms which have a much more definite meaning now a days.

We wish some one would send us the last "Signal." We understand that that paper is now in the hands of a man, nearly equal, if not quite, to A. F. Cox, former conductor of the "Iron Gray," and we understand that there is an article of magnificent blackguardism in the shape of a letter from this place.

The "Clarion Republican" we see, is going its death against the traitors who voted for the Revenue Bill, and, yet, it seems mightily to admire the knight of the three P's. Will not our cotemporary of the new county have the goodness to ask the Governor, or his organs, if the worthy executive, himself, was the cause of those very men voting as they did: whether he did not actually induce them to go for the Bill? Do, now, Mr. Republican, that's a good fellow, and demand a positive answer. You may then see that the "uncompromising opposition" of Mr. Porter is all nonsense, and that you are barking up the wrong sapling.

CONGRESS—EXTRA SESSION.

On Monday last the Congress of the U. S. met, pursuant to the Proclamation of the lamented Harrison. The session was called, believing that the condition of our national affairs required immediate attention; and we trust that something will be done that will bring back the good old times that existed previous to Jackson's war upon the currency.

Plunder.

We call the attention of our readers to an article from the Log Cabin Rifle, which sets forth the intems of plunder that have been discovered. They will see that the lucky friends of P. P. P., will certainly make more out of the administration than the people generally; for this kind of stealing has INCREASED THE STATE DEBT, since the time of Joseph Ritner, sixteen millions of dollars.

THE TRUTH IS, OUR PENNSYLVANIA has fallen among thieves, and they are daily casting lots for her treasure. How very patriotic many of these very fellows, who are now diving into the treasury like pigs into a puddle, were then. They thought that the villains upon the Big Break would ruin the state because they were making some few snatches out of the heap.

That there were many misdeeds committed under the administration of Ritner, there was no doubt; but, they are now increased more than ten fold. The character of the man at the head of the Government is a guarantee to any knave, that if he will devote he is safe, and so with his underlings.

At any rate, let the people read the article from the "Rifle," and we are disposed to think they will admit that the shot is a good one, and aimed into the flock with the practical eye of a marksman.

Plunder by the Canal Commissioners.

To show the people of this Commonwealth how their money has been squandered, and how the State debt has been increased SIXTEEN MILLIONS OF DOLLARS within two years, by Governor Porter, we will point out a few of the items of plunder by the Board of Canal Commissioners, and their agents.

Table listing items of plunder by the Board of Canal Commissioners and their agents, including Eastern Reservoir, Western Reservoir, For clearing 400 acres of land, For 16 Locks on Conneaut Line, etc. Total aggregate: \$174,994.

Thus, the people will see, that they have been defrauded out of the enormous sum of ONE HUNDRED AND SEVENTY-FIVE THOUSAND DOLLARS by their agents, in eight contracts alone. In this sum we have not included several stealings under SEVEN THOUSAND DOLLARS, of which there are numerous instances.

Below will be found extracts from the Report of the Select Committee appointed to investigate these monstrous abuses, which show upon what authority we make the above statements. If such wholesale swindling as is there revealed does not wake up the people of this State to a proper sense of their rights, we know not what will.

RELAYING NORTH TRACK OF COLUMBIA RAIL ROAD.

After giving the bids for the work on the North Track and prices for which it was let, the Investigating Committee proceed to show for what the work might have been done, and the evidence upon which they ground their statements.

They say that the laying of the north track would have been done for \$2 50 cents per rod, is established by the testimony of Mr. Colket, Mr. Campbell, Mr. M'Gargy and Mr. Hague. Mr. Colket has made the laying of rails on railroads his business for years—he and his partner have laid 46 miles of track in a year. On hearing that the work was allotted, he offered, after seeing the specification of Mr. Hague, to take his contract at 50 per cent, or one half the contract price—and after seeing the work as it has been done, he would still be willing to do it at what he offered. Mr. H. R. Campbell, an experienced engineer, who was employed by a committee of the House of Representatives in 1839, to survey and examine the Gettysburg railroad, and whose business, and the various stations he has held connected with public improvements, have qualified him to judge as well as any man, of the value of work of this sort, says that had the work been advertised, he had expected to bid for it. He would have done the work, or any portion of it, at \$2 50 cents per rod, and given security for the faithful performance of the contract. Geo. M'Gargy, who had a sub-contract for part of the work under Mr. Parke, considers \$2 50 cents per rod a fair price; and Mr. Hague, one of the contractors admits, that if there was no inconvenience on the track, it could be made for \$2 20 cents per rod. The inconvenience alluded to, that arising from the passage on the finished track of the locomotives and trains, which he estimates at \$1 a perch. Now, if Mr. Hague, who never had a contract before for doing this sort of work, could do it for \$2 50 cents per rod, but for the inconvenience of the passing of the trains while he was at work, and which could not take up ten minutes in the day, it is but reasonable to conclude that Mr. Colket or Mr. Campbell, from their experience and knowledge of the business, would have made money at that price.

As we have already stated, the relaying the rails on this track was privately let for \$5 per rod. This secrecy was observed to prevent the work from falling into the hands of any but the faithful. The following statement shows for what the work was done and for what it might have been done.

Table titled 'Contract prices.' listing items like 11 1/2 miles laying north track at \$1,600 per mile, 150,000 feet Henlock mudsills at \$15, 267,000 feet Pine at \$17, 24, 816 Cross-ties at \$10, and 11 1/2 miles north track, if let at public letting, would have been done for \$800 per mile, etc. Total aggregate: \$54,286 60.

We have stated that the Canal Commissioners defrauded the people out of \$20,000 in letting this work, in order to reward political favorites. The proof is below, taken from the Investigating Committee's report.

The Eastern Reservoir, the largest job, the letting of which was inquired into by the committee. The estimate of items entering into this contract, made by Mr. Morris, the engineer, according to his report, dated November 1, 1839, is as follows: