

The Huntingdon Journal.

"I SEE NO STAR ABOVE THE HORIZON, PROMISING LIGHT TO GUIDE US, BUT THE INTELLIGENT, PATRIOTIC, UNITED WHIG PARTY OF THE UNITED STATES."—WEBSTER.

VOL. 19.

HUNTINGDON, PA., WEDNESDAY, JANUARY 25, 1854.

NO. 3.

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For 19 years, \$105.00. For 20 years, \$110.00
For 21 years, \$115.00. For 22 years, \$120.00
For 23 years, \$125.00. For 24 years, \$130.00
For 25 years, \$135.00. For 26 years, \$140.00
For 27 years, \$145.00. For 28 years, \$150.00
For 29 years, \$155.00. For 30 years, \$160.00
For 31 years, \$165.00. For 32 years, \$170.00
For 33 years, \$175.00. For 34 years, \$180.00
For 35 years, \$185.00. For 36 years, \$190.00
For 37 years, \$195.00. For 38 years, \$200.00
For 39 years, \$205.00. For 40 years, \$210.00
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For 81 years, \$415.00. For 82 years, \$420.00
For 83 years, \$425.00. For 84 years, \$430.00
For 85 years, \$435.00. For 86 years, \$440.00
For 87 years, \$445.00. For 88 years, \$450.00
For 89 years, \$455.00. For 90 years, \$460.00
For 91 years, \$465.00. For 92 years, \$470.00
For 93 years, \$475.00. For 94 years, \$480.00
For 95 years, \$485.00. For 96 years, \$490.00
For 97 years, \$495.00. For 98 years, \$500.00
For 99 years, \$505.00. For 100 years, \$510.00

On longer advertisements, whether yearly or transient, a reasonable deduction will be made for prompt payment.

Statement by one of the Passengers of the San Francisco.

On Wednesday, December 21, the troops, consisting of eight companies of the Third Regiment of Artillery, were embarked on steamers on board the steamer, then anchored in the North river. They numbered, rank and file, some five hundred men. The officers with their families, together with the soldiers' wives and families—a certain portion of whom were allowed to each company—brought up the number to about six hundred. There were twenty or thirty other passengers. The crew numbered from one hundred to one hundred and fifty; so that, all told, we were between seven hundred and fifty and eight hundred souls on board.

On Wednesday morning the steamer dropped down to the Quarantine, and anchored for the night. On Thursday, the 22d, after having been detained for two or three hours, waiting for a pilot officer, she weighed anchor about 10 o'clock, and stood out to sea. At 12 passed Sandy Hook, and discharged our pilot.

Our voyage was now fairly commenced. A succession of constantly recurring and oft-repeated delays had delayed our departure week after week, and month after month. At last every obstacle had been overcome, and the gallant ship, with her head pointed to the southwest, moved steadily, though not swiftly on her course. She was deeply laden—far too deeply, as the result proved. Her engines were now and untried, and the strain upon them great. Thursday was a lovely morning, the sea calm and smooth, with gentle breezes from the northwest. Whoever guilty forebodings might have existed, seemed quieted by so fair a passage.

Friday morning, the 23d, rose brightly on our course. We had entered the Gulf Stream, and the weather, which yesterday had been chilly, and caused the ladies and children to gather about the stove, had become mild. The wind still from the northwest, with sea enough to cause dinner table to be comparatively deserted. The day passed without incident of any kind, and gave no presage of the awful disaster so soon to follow.

Immediately after tea I retired to my room, and after reading two hours as quietly as if on shore, undressed and retired. There was no roll to the ship than I had previously experienced, and the wind seemed freshening; but I thought nothing of it. But I soon found there was no sleeping. It soon blew to a gale. The ship rolled and pitched to a degree that it was difficult to keep my berth. All the books and loose articles upon the table were thrown to the floor. Every article in the room, though confined, was thrown about in an alarming manner.

At 11 o'clock I could hear it no longer. I rose dressed hurriedly, and went out upon the deck. My room was on the hurricane deck, on the forward part of the ship. The scene, as I stepped on deck, was terrific. The sea was a complete mass of foam, boiling and swelling like a cauldron. The scene was terrific. The steamer had branched to twice, and had really become unmanageable. Her head was towards the wind. The whole crew were engaged in strenuous but vain efforts to take in the sails. They were blown to ribbons. The foremast—wrecked no mainmast—was wreathing and twisting like a young sapling. It was large enough for the mainmast of a 1000 ton ship. The fury of the tempest was such that I could not stand before it a moment; but I seized the iron brace connecting the king bolts, and surveyed the scene for a moment. Then I threw myself on my hands and knees, and made for the nearest hatch, to get below. This happened to be over the forward galley. Swinging myself down by the cabin, I reached the main deck. Here a scene of confusion indescribable and confounding presented itself. Four hundred soldiers were berthed on this deck, in double rows of stowed berths, three tiers each. They had all crept from their berths; most of the stowaways had been broken and thrown down. The live stock, of which there was considerable, had escaped from their pens on the same deck; and soldiers, billocks, calves, pigs, sheep and poultry, were all mingled together amid the broken stowaways. The steamer's guards had been carried away some time previously, and the sea washed over the deck with every roll of the ship. The lanterns were extinguished, and the darkness was almost total. I made an effort to reach the after cabin, but found it impossible. With my penknife I cut a leather belt from one of the soldier's knapsacks hanging around, and fastening it to a carline, made a secure place to hold on. I remained there towards an hour, the storm all the while increasing. About one o'clock the foremost came down almost over my head, crashing in the hurricane deck. I feared now that the deck would be swept clean of every

thing, and determined to seek refuge below. I went first into the steerage, but as they commenced battering down the hatch, with perhaps two hundred soldiers in it, I fled, and went to the second cabin, occupied by the non-commissioned officers and their families. I was wet to the skin and chilled through. After waiting here for two hours, with no abatement in the fury of the gale, I crept into one of the soldier's berths, pulled a blanket over me, and after a while fell asleep. The first ray of dawn awoke me. I arose, and through the store room and pantry succeeded in gaining the main saloon. Saturday morning, the 24th, had at last dawned upon us, and this awful night had an end.

While passing between the second and after-cabin, I felt a tremendous sea strike the ship, but I had no idea of the awful consequences. It was the denouement—the finale of the awful tragedy which had been going through the night. An overwhelming sea had struck the ship on her starboard quarter, carried away the starboard paddle-box, both smoke stacks, the whole promenade deck amid the paddle-boxes, two rows of state rooms, of twelve each, on the main deck, and store in the main deck hatch. This was the smallest part of the havoc. At one fell swoop nearly one hundred and fifty human beings were swept into eternity. The majority were private soldiers of the different companies of the Third Artillery. One company lost all but ten of its members. Four officers went with them—Col. Washington, distinguished at Buena Vista and other hard-fought fields; Maj. Taylor and wife; Capt. Field, and Lieut. Smith. The sea was covered with drowning men. The roar of the tempest smothered the "babbling cry of strong swimmers in their agony." In a few moments they sank to rise no more till the sea gives up her dead. Two of all the crowd succeeded in regaining the ship—Mr. Rankin, an army sutler, and Mr. —, merchant, of Rio Janeiro.

A few moments had elapsed when I reached the saloon. It was filled with water to the depth of nearly two feet. The females and children, mostly in their night clothes and wet to the skin, were scattered on planks; some weeping and sobbing; some apparently stupefied; and some calmly awaiting what seemed their inevitable fate. All supposed the last hour had arrived, and in a few moments they would meet their Maker face to face. "Then rose from sea to sky the wild farewell—"Then shrieked the timid, and stood still the brave."

Happily those who, in this awful moment, felt that their peace was made, and nothing left but calm resignation of their Maker's hand. But Death is the King of Terrors, and when he meets us in the midst of life, with our bones full of marrow and our limbs full of sap, human nature clings to life, and even the instinct of the dumb animal shrinks from death. The dream of poor Clarence came over me, and I thought—"Alas! it is a fearful thing to drown."

Another sea like that which struck us, and our fate had been that of the President—not a soul would have survived to tell the tale. But it pleased a merciful and all-wise Providence to say to the sea, Hitherto shalt thou come, and no further, and here shall thy proud waves be stayed." It is proverbial that drowning men catch at straws, and instinctively did many of us lash ourselves in life preservers, though in the raging billows of that angry sea, five hundred miles from the nearest shore, one would have been but little better dependence than the other.

After the first burst of dismay was over hope began to revive in our bosoms. The hull was still staunch and strong, and some passing vessel might rescue us from the wreck. Something whispered hope, "you are safe;" and after committing myself and those dear to me to the Father of mercies, I left at peace.

Ascending the companion way, from the saloon to the main deck, I seated myself at the head of the staircase, and surveyed the scene. The steamer was, in all her upper works, a perfect wreck. Foremast, smoke stack, the greater part of the promenade deck, the saloon, and all the state rooms on the main deck—all were gone. The main deck was stove, and the water rushing in at every sea we shipped. On the opposite side of the companion way lay the mangled and bleeding corpse of a soldier, who was killed instantly by the falling of the deck. A few feet further lay a man groaning and near death from injuries received at the same time. The sea was running mountains high, and every billow that came with its curling crest towards us, seemed about to pour into our shattered deck and sink us.

It was not to be so. We were in imminent danger of foundering; but our gallant and undaunted commander, Captain Watkins, whose exertions during all that fearful night had been almost superhuman, directed all his energies to save us. To lighten the ship and stop the leaks were the first objects. To break up the hatches and commence discharging cargo, was the work of a moment. Soldiers and Sailors all lent a helping hand, and as each man knew he worked for his life, all worked with a will. Stowaways were placed under the broken deck, and it was partially forced back to its place. It was found that the water gained upon us rapidly. The steam pump had become obstructed. Fifty soldiers were detailed to connect bailing. All day and all night the work went on without intermission. Still, with every roll the ship took in large quantities of water, and we gained little upon the leak. Sunday morning, the 25th, the day of the nativity of our blessed Saviour, at last dawned upon us. The sky lighted up a little; there was a short gleam of sunshine, and the sea calmed a little. A sail or two were seen in the distance, but none approached us. It was gloomy Christmas to us. The work of bailing and pumping went on, and we had gained on the leak.—Monday, the 26th, the gale continued with little abatement. All night Sunday the tempest roared round our devoted ship. The waves thundered against our sides and stern like can-

was out of the question. For three nights we had none. We discovered a sail not far off.—On approaching us she proved to be a brig; we spoke her. She reported herself short of provision, and after supplying herself with barrels of beef and pork we had through overboard she went on her way. On Tuesday, the 27th, we discovered another sail bearing down upon us. She proved to be the bark, Kilby, of and for Boston, from New Orleans, loaded with cotton, thirty-five days out. By authority of Col. Gates, commanding the detachment, she was chartered for government to convey the troops to the nearest accessible port. Tuesday was too rough to disembark any part of the commands, but on Wednesday, the 28th, Col. Gates and family, Maj. Merchant and family, Col. Burke, Captains Fremont and Judd, with their families, Drs. Satterlee and Writs, with some others whose names are not recollecting, were safely embarked on board the Kilby.—Some forty or fifty soldiers, and some soldier's wives, also embarked—in all nearly one hundred persons. Night came on, and put a stop to any further operations. It had been agreed that the bark should lie by us till all on board the steamer were disembarked, but it came on to blow heavily in the night, and in the morning she had disappeared, and we saw her no more. Thus all the hopes of escape we based upon the Kilby, were doomed to disappointment; and when, in the morning, we could trace no vestige of her on the remotest verge of the horizon, we experienced the sickness of heart from hope deferred.

Once more we were alone on the boundless expanse of waters. Our ship lay as helpless as a log upon the waves. She was completely crippled. Her engine, as should have been mentioned, broke down the first night of the storm; it was never up afterwards, except to work the pumps. With infinite exertion, a small sail was rigged to the mizzenmast, which assisted a little in standing her; but she rolled and tumbled about at a fearful rate. We had succeeded in stopping some of the leaks, and in lightening the vessel to a considerable extent, by throwing over provisions and coal.—The ship was also very much relieved by cutting the timber of her guards, upon which the sea broke heavily, lifting her decks every time it broke.

We had now (Thursday, the 29th,) reached the sixth day since the storm commenced. We were about to encounter death in a new form. A very large portion of the ship's stowage had been filled with cargo, provisions, military stores, &c. The consequence was that the portion left for the soldiers was much crowded.—It had been expected we should soon be in fine weather, and that they could sleep more comfortably in stowage berths on deck. When the storm came that was impossible, and they were consequently driven below. Crowded in narrow quarters, exposed to cold and wet, obliged to be fed on an insufficient diet, in consequence of the loss of the galleys and the impossibility of cooking for such numbers, it is no matter of surprise that disease soon made its appearance. Add to this the influence of depressing passions, anxiety of mind, fright, and despondency, and it is no wonder that they sickened and died. The disease more nearly than anything assumed the form of Asiatic cholera—commencing with diarrhoea and terminating in a few hours.

Both the army surgeons leaving the charge of the sick fell upon the surgeon of the ship.—To add to our distress, nearly all the medicine in the ship had either been washed overboard or destroyed. The mortality was necessarily great. For several days it averaged ten deaths a day. Men, women and children fell indiscriminately before it, and whole families perished in twenty-four hours. It was a scene of awful suffering over which I should rather wish to draw a veil, and the like of which I trust a merciful God will spare me ever witnessing again.

During Thursday and Friday our eyes were not gladdened by a single sail. The hours dragged on most heavily. We had abundance of provisions on board, but it was almost impossible to get them cooked. The roll of the ship was so heavy that the provisions were thrown from the galley. When we could get a cup of hot tea with our hard biscuit it was a treat; and when a roasted potato and a piece of fried pork was added to our bill of fare it became a sumptuous repast. We attempted to issue to the soldiers once a day, but a sufficient quantity of hot water could not be procured, and we were compelled to abandon it. On their miserable fare of hard biscuit and cold water it was not to be wondered that the soldiers sickened and died.

During the night of Friday or the morning of Saturday the 31st, the cheering sound rang through the vessel that a ship was at hand. A light was discovered on the bow. We immediately commenced firing signal guns. They were answered by blue lights from the strange vessel. When the morning dawned we discovered a vessel with English colors. She came near enough to speak to us, but the wind was so light as to render it quite impossible. We resorted to a kind of telegraphic communication, by writing on boards in chalk with large letters. We succeeded in making her understand our situation, which, indeed, was sufficiently obvious. She promised to lie by us.—This intelligence cheered every heart. The weather during Saturday and Sunday, was too rough to attempt to lower a boat. There was another dilemma. The English ship had but one reliable boat, the longboat. We had none at all. Of the nice splendid boats with which we left New York not one remained.—Capt. Watkins, not to be overcome by any difficulty, commenced the construction of rafts.—They seemed but a frail dependence, and providentially they were not needed. Other means of relief were at hand. On Monday, the 2d of January, the sea calmed so much that towards evening the English ship lowered her yawl-boat, and one second mate, Mr. Guitan, went on board of her.

On Tuesday, the 3d of January, our hearts were gladdened by another sail, under American colors. She came near enough to speak to us, and we learned that she was the Antarctic, three days out from New York, bound for Liverpool. She had five good boats. And after enduring the agony of suspense for so many days it seemed that the hour of deliverance had at last arrived. With the aid of the Antarctic's boats we could all be conveyed on board the English ship, now ascertained to be the Three Bells, Captain Croighton, of Glasgow, bound for New York. The Bells had experienced much rough weather, and was leaky. On Tuesday evening we succeeded in putting a sergeant and file of soldiers on board to work the pumps. On Wednesday morning the 4th, January, the work of disembarking commenced in earnest. The sick, of whom there was a large number, and some in a dying condition, were wrapped in blankets, brought on deck, and lowered carefully into the boats.—Casks of water were lowered down and towed on board the Bells. Bread and bacon, and other provisions, were sent off. By evening much of the work had been accomplished. It was found necessary, however, in consequence of the shortness of provisions on board the Bells, to divide our numbers between the two ships. Lieutenants Wieder and Chandler, with about 140 soldiers, embarked on the Antarctic for Liverpool. Captain Watkins also determined to accompany that portion of our number. Thursday morning, the 5th, rose upon us bright and beautiful. The sea was calm, the wind gentle. It is a day which will ever live in my memory. By noon the work of disembarking and re-embarking was complete.—Every man, woman and child had left the ship. Our captain was the last on board. He saw every officer, every sailor, every freeman, and every negro water, of whom there were forty or fifty, safely in the boats, then lowered himself down, and the boat pulled away. He was rowed alongside the Three Bells, where he was greeted with nine hearty cheers, and then pulled away for the Antarctic. The San Francisco had by his orders, been sent, and we could see her settling gradually deeper into the water.

About 2 P. M. the Three Bells hauled sail, and moved slowly away from the wreck. I stood on the deck and gazed at the ill-fated vessel with mingled emotions. She had been our prison house for fourteen anxious agonizing days and nights. She was near being overboard. Yet she was a gallant ship, and a staunch hull was never launched, else she would have been our grave. She had ridden out in safety twelve or fourteen days of almost incessant storm. Now she lay stretched in all her vast length upon the deep, one hundred fathoms long, battered and mutilated, like some huge monster of the deep which, in a contest with a deadly foe, had been conquered and slain. Farewell to my ill-starred vessel. Receive your doom and sink down like lead in the mighty waters. The blackest chapter in my experience is comprised in those 14 days I passed within your bosom.

Two remarks as to causes of the awful disaster and I have done. In the first place, the ship was sent to sea without having tried her engines. She had, indeed, tried them in the bay, but her first encounter with the stormy billows of the Atlantic proved them no more to be depended on than a broken reed.

In the second place, she was far too deeply laden. Her paddle-wheels had so much dip as to cause a great strain upon her shaft and engines. True, she might in any case have encountered the storm had she not been dismantled and damaged in her upper works, and had her engines proved true, she could have reached a port in safety.

Territory of Nebraska.
Senator Douglass has introduced a bill defining the boundaries, and for the formation of a territorial government in Nebraska. The following are the boundaries laid down in the bill.
"Beginning at the south-west corner of the State of Missouri; thence running west on the line of 36° and 30' of north latitude, until it intersects the 103d meridian of longitude west of Greenwich; thence north on the said meridian until it intersects the 38th parallel of north latitude; thence west on the said parallel of latitude to the summit of the Rocky Mountains; thence northward along and upon the summit of said range of mountains to the western boundary of the Territory of Minnesota; thence southward and with said boundary to the Missouri River; thence down the center of the main channel of said river to the State of Missouri; thence south on and with the western boundary of said State to the place of beginning."

The bill contains a Fugitive Slave Law for the Territory, which is likely to lead to warm discussion, and which is deemed absolutely necessary, by the anxious ones, to "save the Union." It also provides that Congress may divide the Territory at any time, or annex any part of it to other States, and that it may come into the Union either as a slave or a free State, according to the will of its inhabitants.

Printers with nine children are to be exempted from taxation in the State of New York. Very safe legislation that. We would like to see the printer who had anything to tax after feeding his children.

THE PUBLIC LOSS FROM CRIMINALS.—The Rev. Mr. Clay, Chairman of a House of Correction in England, estimates the loss caused to the public by fifteen pickpockets, whose careers he had traced, including the value of the property stolen, expenses of prosecution, and maintaining in jail, at \$129,000.

Flour is selling at eight dollars per barrel at St. Paul, Minnesota, and other articles of farming produce in proportion, mainly in consequence of the rush of emigration thither the past season.

A well dressed female, named Mary Smith, has been held to bail in \$10,000 at Boston to answer the charge of passing counterfeit gold dollars.

FIRST ANNUAL REPORT OF THE President and Directors of the Huntingdon and Broad Top Mountain Railroad and Coal Company.

In compliance with the provisions of the Act of Assembly regulating Railroad Companies, the President and Directors of "The Huntingdon and Broad Top Mountain Railroad and Coal Company" have the honor to submit to the Stockholders of the affairs and proceedings of the Company for the first year.

The first object of solicitude after the organization of the Company was the selection of a Chief Engineer, upon whose skill and capacity the Board could confide for a location of the road combining economy in its construction and future operations, with the greatest degree of efficiency in accomplishing its proposed objects, viz: The development of the coal and mineral products of the Broad Top Mountain and vicinity, as well as the opening of an avenue for the trade and travel of the extensive agricultural region which it traverses, and an ultimate connexion with the town of Bedford. His labors in the preliminary surveys of the route before the Company's organization, as well as his reputation as a Civil Engineer, designated SAMUEL W. MYERS, Esq., for that position, and he was chosen by the Board with entire unanimity. His report of the location and construction of the road thus far, which is herewith submitted, conveys to you all the information which can be given upon those subjects, and it is as gratifying to the Directors, as it will doubtless be to the Stockholders, that so far as the work has progressed, there is every reason to believe the actual would not exceed the estimated cost, under the circumstances existing when the estimate was made, and that the only contingency likely to increase the actual over the estimated cost, is the continuance of the unprecedented scarcity and consequent cost of labor. Assuming that labor can, during the coming season, be procured at the price which it commanded in July last, when the road was put under contract, we would have the gratifying prospect of completing the grading and masonry of thirty-five miles of railroad at an average cost, by the contract price, of \$725 54 per mile, which is somewhat below the average estimate of the Engineer.

The survey of the extension from Hopewell to Bedford demonstrates that it can be made at the same average cost. It has, however, never been the intention of the Directors to place that extension under contract, until after an amount of stock shall have been subscribed, for that purpose, sufficient to justify that step.—Efforts have recently been made to procure that subscription, we have been informed, with good prospects of success. The effort has been so recent, that the result of the different subscriptions have not yet been collected, and we are not informed of the amount with sufficient certainty to make it the basis of future calculation.

Our primary object has been to secure the speedy construction of the road from Huntingdon to Hopewell, and the two branches upon Shoup's and Six Mile Run, for the purpose of bringing into market a coal, the value of which has hitherto been overlooked, and which, once developed, will establish its own reputation. This done, we look upon the extension to Bedford as a natural and necessary consequence. The best mode of securing the extension is at once vigorously to push the work upon that part of the road now under contract, and supply the means of completing it.

The lands of the Company, obtained at a cost of \$33,250, would now bring in the market a profit that sum. Their intrinsic worth is as great as that of coal lands which are selling, in locations less favorable than ours will be, after the completion of the road, for \$1000 and \$1200 per acre.

The lands which we can hold by purchase under our charter (2000 acres) are obtained. The Company also owns rights and privileges in other lands, which they are empowered to do, equivalent to the ownership. The Company owes upon them \$10,774 32, a large part of it payable in stock, the conveyance for most of them have been obtained, the remaining conveyances are now in course of preparation and will soon be delivered to the Company. These lands have been examined by two of the most eminent geologists in the State, H. N. STRONG and W. P. BOBBS, who concur in their report in the superiority of the Broad Top semi-anthracite coal for manufacturing iron, for generating steam, and for domestic uses; its abundance in fine large seams, above the water level, its proximity to markets, its purity, and its occupation from Pennsylvania, all unite in establishing the fact, that the lands of the Huntingdon and Broad Top Mountain Railroad and Coal Company will, if properly managed, yield a princely revenue, annually and continuously.

The quantity of coal in our lands, is estimated by them at 25,000,000 tons per acre, so that from the company's lands alone we might safely calculate upon taking 46,000,000 tons, an amount sufficient to employ the capacity of the road for one generation at least. When it is stated that the coal basin contains 50 square miles, we may fairly expect all enquiries about the quantity of coal to be answered. Upon the subject of its quality, the test of experiment has been added, and has sustained the scientific opinions of Messrs. Strong and Roberts. M. W. BALDWIN, the eminent engineer of Philadelphia, has used it for the purpose of generating steam, and pronounced it of the best quality for that purpose. It has also been used in the engines upon the Pennsylvania Railroad and the engineers unite in declaring it the best coal for that purpose they have ever tried.

Whatever may be the value of these lands above the opening of the road, they cannot now be looked upon as a source from which to anticipate means to pay for its grading. In computing the assets of the company however, we conceive that we are placing, under the circumstances, a very moderate estimate upon them, when we count them at \$100 per acre. This would place our lands and mining privileges at \$223,169 00
Deduct amount yet due upon them, 10,774 32
\$212,395 68

The stock taken and entered upon our books, 3225 shares, Amount taken by contractors, estimated at, 17,000 00
There are books in the hands of those who have been solicited to subscribe, the subscriptions upon which are not yet entered upon our books

Total amount of resources \$406,785 68
Deducting from this however the value of lands, which the Company, to promote its own interests, must retain 212,395 68

And we have of stock subscribed and taken by contractors \$174,450 00
The expense of Engineer Corps, incidental and contingent expenses, and stock taken for real estate, will reduce this sum 26,859 17
\$147,590 83

This statement exhibits to the stockholders the resources which will be applicable to the grading and masonry of the road. To enable the directors to proceed with rigor and successfully it will be necessary not only that the friends of the road shall be active in procuring additional subscriptions of stock, but also that they pay in promptly the instalments upon that already subscribed, which have heretofore, and may hereafter be called for. Without this it is vain for the stockholders to expect any Directory which they may elect to prosecute the work successfully. Payments have been made upon but 3185 shares of the stock authorized, and all the instalments have not been paid upon these; while others have manifested their confidence in the success of the enterprise by paying all their instalments in advance. It is true there have been many recent subscriptions upon which instalments have not been expected yet to be paid, but there are also some of the first subscribers who have been delinquent in paying. Such delinquency continued, must finally embarrass the operations of the Board, and we would here express the hope that subscribers will have regard to the public interest, that their neglect to pay will be not only prejudicial to their own best interests, but an injustice towards those upon whom they may impose the responsibility of the Directory. These remarks are made with a view to the future, and not in complaint of the past. Heretofore the Directors have not desired that more money should be called in than would suffice to meet current expenses; consequently the Treasurer's report heretofore also submitted shows that the receipts into the Treasury have been up to this period \$229,87 60
68,591 60
Payments for all purposes, 68,591 60

Balance in Treasury, \$206,605 00
As it is earnestly desired to push the work vigorously, and if possible, complete the grading and masonry during the coming season, it will be deemed necessary to prepare for the meeting much larger estimates than two have heretofore been paid. The statement of this necessity should, of itself, be sufficient to induce the friends of the road to active exertion in procuring stock, and to promptness in sustaining the Board in its operations.

Satisfied, as we are, that the introduction of Broad Top coal into the market will at once create for it a large demand, and therefore throw a large amount of tonnage either upon the Pennsylvania Railroad, or the State Canal and from Huntingdon, or upon both of them, it becomes a matter of importance to direct the attention of stockholders to the connection to be formed with those improvements at Huntingdon. Under existing laws coal cannot profitably be carried upon the Pennsylvania Railroad. The Canal must, at least during the winter season, be its channel to market, and in view of this, the Company has secured property in the borough of Huntingdon which can be converted into a basin for the transshipment of coal from our road to the canal. Would not the interests of the Commonwealth be promoted by the construction of a basin which would create a trade so extensive, and which would receive so large as the development of this coal region will doubtless do? and would not an appropriation for this purpose be saved from the Legislature during its present session?

But is not this also an important concession to the Pennsylvania Railroad? For during the winter season at least a large amount of trade, and during the whole year, a large amount of light freight and travel, must be thrown upon it by our road. It is our interest, it is the interest of the whole region traversed by this road, that we should be able to transport our coal to the Pennsylvania Railroad at least during the winter, for the transportation of coal. It is equally the interest of the Pennsylvania Railroad that our road should be put in successful operation, and we enable to carry our coal over the road, when cheaper avenues are closed to us. If the interests of the two roads therefore be identified with each other, and if the county traversed by this road is as deeply interested in its success as all concede it to be, we deem it not out of our line of duty to call attention to the question, whether the local interests of the county, as expressed by this road, are not deeply involved in procuring such legislation as will permit our mineral products to be transported at reasonable heights over the Pennsylvania Railroad during the winter season. The Board would not feel justified in doing more than suggesting this question to the consideration of stockholders, and all others who may be affected by it.

The Company has now been in existence one year. Six months of that time were spent in exploration, surveys, and location, time and expense which we feel confident the stockholders will say were well spent, and that the advantages character of the location are secured. Some delay was caused in commencing the work by the scarcity of labor, a difficulty which for some time increased. Notwithstanding this, and notwithstanding the stringent condition of the money market, the work since its commencement has steadily progressed, and every payment has been promptly met. It now has the confidence of the community, and interests too extensive to be abandoned are involved in its successful termination. All it requires to secure not only a successful, but a speedy completion are the steady adherence and active support of those whose interests will be largely advanced by that very result. In your own hands then are your own interests, and we feel confident you will sustain those whom you may delegate to take charge of them for you.

Since this report was written, the result of the subscriptions for the extension of the road from Hopewell to Bedford has been ascertained to amount to \$81,000—and it is so progressing with every prospect of procuring sufficient to grade it.

PENNSYLVANIA LEGISLATURE.
SENATE.
Monday, Jan. 16.
The Senate met at 10 o'clock.

The Speaker announced the appointment of Messrs. Evans Jamison, Sifer, Quiggle and Foulkrod, as the special committee on that part of the Governor's Message relative to a sale of the public improvements of the State.

Mr. Foulkrod presented three remonstrances from the citizens of the County of Philadelphia, against a consolidation of the municipal governments of the City and districts of Philadelphia.

Messrs. Price and Goodwin presented each a number of memorials in favor of a consolidated government.

Mr. Goodwin, from the Select Committee to whom was referred the joint resolutions from the House, against the removal of the U. S. Mint from the city of Philadelphia, reported the same with some slight amendments.

The resolutions having been taken up, were briefly debated by Messrs. Goodwin, Crabb, Foulkrod, Price, Quiggle, and others, and were then agreed to—yeas 30, nays 1. (Mr. Darling-ton.)

The Senate then, on motion of Mr. Price resumed, on second reading, the consideration of the bill amending the charter of the city of Philadelphia and providing for the consolidation of the municipal governments of the city and several districts.

Mr. Price took the floor, and in an able argumentative speech, advocated for an hour the immediate passage of the bill. He spoke of the general interest felt throughout the city and county in its success, and contended that the opposition to it was as slight, as to demand of the Legislature, not only its immediate passage but a unanimous vote in its favor.

The several sections of the bill to the eighth section were then passed, with only some slight verbal amendments.

The Senate then, at 12 o'clock, proceeded to the Hall of the House, for the purpose of taking part in the election of a State Treasurer.

Upon the return of the members to the Chamber, the result of the election was announced.

Joseph Bailey, of Perry county, had received 35 votes, and was elected.

The Senate soon adjourned.

HOUSE OF REPRESENTATIVES.

Numerous petitions, memorials, &c., were presented and referred.

Mr. Hart presented a memorial, asking for the establishment of a House of Correction in Philadelphia.

Mr. Baldwin presented several remonstrances from citizens of Philadelphia, against the enactment of a prohibitory liquor law.