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BY DAVID OVER.

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Read!! SALE OF THE MAIN LINE.

LETTER No. 3. DETAILED EXAMINATION OF THE OPERATION OF THE MAIN LINE FOR 1856.

In No. 2, I spoke of the comparative fullness of the reports given by the Auditor General, and of their value to one seeking a knowledge of the facts in connexion with this great subject.

I have said that the Main Line is not paying expenses, and propose now to prove this assertion, beginning the investigation with 1856.

The Canal Board report the results of the Main Line, for 1856, as follows, in their annual report: RECEIPTS.

Table with columns for Receipts, Expenditures, and Profit/Loss. Includes items like Columbia Railroad, Portage Railroad, Canal portion of Main Line, Excess of payments over receipts, Add debts contracted, Mis-statement of the Board, Charged to Construction, Charged to Motive Power, Charged to Repair Account, Charged to Lock Keeper Account, Damages paid on whole Main Line, Pay of Collectors, Pay of Canal Commissioners, Amount reported by Auditor General, and Canal Com's less than Auditor General's statement.

This disparity illustrates, with the utmost clearness, the different principles upon which the two reports are prepared. But it may be said that it is unfair to charge the work on the new portage road against the receipts.

The Canal Board also deny that the improvement of the track on the Columbia railroad can be fairly charged against the receipts. But what is this but renovating materials worn out in making receipts?

Board exclude certain items from the Motive Power and Repair expenses, locomotives, &c. These excluded expenditures on the Columbia road amounted to \$160,834 71.

I have spoken hitherto of the Main Line. This comprehends, as all know, the Columbia Railroad, the Canal to Hollidaysburg, the roads over the mountains, and the Canal from Johnstown to Pittsburg.

This reports the profits of the Columbia road at \$504,477 36; quite a snug sum, and somewhat boasted of by the management.

into the general report of the Canal Commissioners. There is little doubt that the figures showing the operations of the Canal are managed as those relating to the railroads; and there is great certainty that the representations made by the Board are not perfectly accurate.

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THE WRATH OF WASHINGTON. An anecdote I derived from Colonel Lear shortly before his death in 1816, may here be related, showing the height to which Washington's passion would rise yet be controlled.

REMARKABLE CIRCUMSTANCE.—A circumstance recently occurred in one of the towns of one of the midland counties of England. A clergyman died, and his wife and daughter, on the third day after his decease, recollecting that no likeness remained, it was agreed, ere the grave closed over him, that the body should be unshrouded, and a portrait taken.

LETTER FROM A POST MASTER.—The following letter was received by the President, a few days since:—CRAWFORD COUNTY, Mo., April 30, 1857. MR. BUCHANAN—Dear Sir: Mr.— is the Postmaster at this place, and he is gone out West, and has been gone for three or four weeks, and he has no deputy here, but I have been opening the mails and attending to it since he has been gone, as he left the key with me, and the Postmaster told me that I must make a report at the end of every month, and did not tell me who I was to write to, but I suppose it is to you we should make our reports, as we are all citizens of the Government of which you are now President.

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