

of the age, and sustained the efforts of the company, by their subscriptions of stock, as to fully warrant the board in already letting between 20 and 30 miles of the line, and to resolve to put under contract the balance of the line as far east as big Darby advancing within some 16 miles of this city. All this has been accomplished by our western friends, who are struggling to get a connection with us, without the aid of one dollar from this city. Our county and city, as well as many of our wealthy and enterprising citizens, came forward and extended a helping hand to each of our other roads, and shall we withhold our hearty co-operation from this important enterprise? When we know that the stock of the Xenia road, which has been running less than a year, is selling at par, we cannot suppose that those of our citizens who are deeply interested in the upholding of the city, can be wanting for inducements to aid in this work. We are assured by many that they will aid, and we say to our western friends that they will.—*Ohio Statesman.*

Cleveland and Pittsburgh Railroad.—The *Cleveland Herald* of the 12th inst. says:—To-day the Cleveland and Pittsburgh railroad is completed to Ravenna, and trains will run regularly between that point and Cleveland after this week. The company are making arrangements for the erection of large Depot buildings here, and are now building a turn-table forty feet in diameter, which is a superior specimen of heavy timber work. The Ohio stage company route will be from Akron via Cuyahoga Falls and Franklin to Ravenna and Warren daily.

Steubenville and Indiana Railroad.—The *Coshoc-ton Republican* states that the Steubenville and Indiana Railroad will be placed under contract the entire distance, between Steubenville and Coshoc-ton, and perhaps to Dresden and Zanesville, this spring.

Junction Railroad.—The *Elyria Courier* says "Messrs. Ogilby & Co. have, during the last week, underlet nearly every section of the work on the Junction railroad, to Sandusky City. The work is to be immediately commenced and vigorously prosecuted until it is finished."

"It is the intention of the enterprising contractors to complete the road from this place to the junction, at Berea, early in the season; and the energy they have exhibited in the prosecution of the enterprise thus far, guarantees its early completion to Sandusky City."

Kentucky.

The railroad from Louisville to Frankfort only lacks about ten miles at this end, of completion. An omnibus runs daily from Frankfort to the present terminus, for the accommodation of passengers. Citizens of Lexington may now leave this city by the cars in the morning, and reach Louisville by this route the same day at dinner time. Passengers by this route now reach this city in the 11 o'clock train, having left Louisville the same morning. This is the cheapest and quickest route.—*Kentucky Statesman.*

New York.

Opening of the Erie Canal.—The *Albany Journal* of Friday evening says there is some prospect that the Canal Commissioners will soon designate a day for the opening of the Erie, Oswego, and Champlain Canals. The 15th of April has been spoken of by some.

The Board of Trade of Buffalo have held a meeting, at which they unanimously adopted the following preamble and resolutions:

Whereas, The Ohio Canal, Muskingum Improvement, and other public works of Ohio, affording water communication between Lake Erie and the Ohio River, are now open at their southern extremities, and will be open through their entire length before the first of April.

And Whereas, The Pennsylvania Canals are now in active operation, and from the greatly reduced

cost of transportation by that route since the recent reduction of tolls, and the advantage of from six to eight weeks earlier access to tide-water—will divert a large amount of produce from the Erie Canal route, until the opening of our canal.

And Whereas, Reliable information has been communicated to members of this Board, by millers and other shippers of produce in Southern Ohio that they are now shipping via the Ohio River and Pennsylvania Canal, but desire to ship by Lake Erie and the Erie Canal, whenever they can do so without a detention of their property at Buffalo.

And Whereas, An early opening of the Erie Canal, would secure for transportation over its waters a considerable amount of produce from various ports on our Western Lakes, which might otherwise be diverted through the Welland Canal, and down the St. Lawrence River, or over the Ogdensburg railroad, and also of a large amount of merchandise coming from tide-water, which would otherwise be shipped over the New York and Erie and other railroads and through the Pennsylvania Canal.

And Whereas, The experience of past years have demonstrated that whenever a considerable period has elapsed between the opening of navigation on Lake Erie and the Canal, the expense of handling and forwarding produce arriving in the interim has been greatly increased, the market depressed, and owners of produce involved in losses, and rendered dissatisfied with the Erie Canal route for Spring shipments. Therefore,

Resolved, That in the opinion of this Board, it is of the utmost importance to the revenues that the earliest practicable period be adopted for the opening of the Erie Canal through its entire length.

Resolved, That the Canal Board be, and they are hereby respectfully solicited to adopt measures to ensure the opening of the Canal as early as the 5th of April ensuing, if in their opinion practicable.

Resolved, That Messrs. E. O. Gould, J. L. Reynolds, and M. S. Hawley be a committee to communicate the proceedings of this meeting to the Canal Commissioners.

Resolved, That the proceedings of this meeting be published in the daily papers of the city.

H. E. HOWARD, President.

M. S. HAWLEY, Secretary *pro tem.*

Railroad per Canandaigua.—The parties interested in the project for building a road from Niagara Falls to Canandaigua, of six feet gauge, to connect with the Canandaigua and Chemung roads, and so by the Erie with New York, have organized a company for that purpose, and the following officers elected:—W. H. Townshend, Isaac Seymour, Moses Maynard, Jr., H. A. Johnson, J. P. Giraud Foster, Paul N. Spofford, New York; Simeon Benjamin, Elmira; Aug. C. Porter, Niagara Falls; Benj. Pringle, Batavia; Francis Wilson Paul, Canandaigua; George Wright, Bloomfield; Saml. Rand, Honey Falls; Ira Godfrey, Lima, as directors: Wm. H. Townshend, President; Benj. Pringle, Vice-President; Isaac Seymour Treasurer.

FARE ON THE S. & U. RAILROAD.—The fare on the Syracuse & Utica railroad will be as follows after the first of April:—

From this city to Manlius,	15 cts.
To Kirkville	20 "
To Chittenango,	30 "
To Canasara,	35 "
To Canastota,	40 "
To Wampsville,	45 "
To Oneida,	55 "
To Verona,	60 "
To Green's Corners,	70 "
To Rome,	80 "
To Oriskany,	95 "
To Whitesboro',	100 "
To Utica,	109 "

Railroad from Blossburgh to Elmira.—There is a project on foot for extending the Blossburgh railroad to Elmira. The proprietors of that road, says the *Elmira Republican*, have resolved to relay it with a heavy T rail, but there is a difficulty between the Corning Company and the Pennsylvania Company in reference to the gauge of the track, the Corning Company insisting on the present nar-

row gauge in order to compel trans-shipment at that place, and the Pennsylvania Co. being equally resolved to have the wide or six foot track. The arrangements, we understand, are nearly made for relaying the rail, the iron being already furnished, and unless the Corning company yield their position, the Pennsylvania Company will terminate the lease of their road now existing.

Sackett's Harbor and Saratoga Railroad.—The law authorizing a company to construct the Sackett's Harbor and Saratoga road, was passed April 10th, 1848. It directed the controller to sell to the company as often as it expended \$25,000 east of Carthage, and paid into the treasury 5 cents per acre, 25,000 acres of land to be selected in alternate sections of not less than 1000 nor more than 2000 acres, until there shall have been conveyed to them 250,000 acres of lands in the counties of Herkimer and Hamilton. This charter gave the company three years to organize. During the last year, individuals living year the line in the counties of Jefferson and Lewis, procured the survey of the road, with a thorough exploration of the country through which it passes, at an expense of not less than \$4,000. The necessary amount of stock has been subscribed, and a day appointed to meet and organize.

Important Invention.

Mr. H. Perkins, of this city, has invented a machine for propelling Canal Boats by steam, and has filed his caveat preparatory to taking out a patent. The main principle of the apparatus consists "in the paddles getting their adhesion aft the boat—commencing to travel three feet from the stern, having a five feet stroke." This is done by having two cases ten inches square by eight feet long, sliding out of two stationary cases from under the stern deck two feet apart, and within four inches of the surface of the water, when the boat is loaded. Each of these cases contains a tongue on six wheels, travelling inside, on a rail track. In the further end of the tongue is a paddle two feet by 15 inches deep, with a joint three inches above the surface of the water, causing it to pass on the surface in its travel toward the boat. The whole is under the control of the helmsman, and the cases can be drawn out of or into the boat at any moment by his putting his hand to a lever. The apparatus occupies the room under the stern deck, projecting six feet into the cabin, and in no way lessens the bearings or capacity for storage.

Mr. Perkins is about to put one of these machines into a boat lying at the Washington-street bridge, where it may be inspected. He will use in this one of Hoard and Bradford's portable engines. The whole weight of the engine and apparatus will not exceed 2,700 pounds, and it is estimated by Mr. P. that the cost of propelling a trip round to New York will not exceed \$40. The whole cost of the machine engine, and putting them into the boat, will not exceed \$450.—*Buffalo Commercial Advertiser.*

Pennsylvania.

The *Erie Observer* states the bill regulating the width of gauges of the several railroads running east and west from that city, has passed the Senate, and has, ere this, been signed by the Governor, and has become a law. This bill provides that all roads running east from the city of Erie shall be confined in laying down their tracks to the six feet and four feet eight inch gauges of the New York and Erie and the Central New York roads, and that all railroads running west, shall be confined to the four feet ten-inch gauge of the Ohio roads.

Illinois.

Central Railroad.—The Auditor of the State of Illinois has made a map of the land through which the Illinois central railroad is to pass, and, it is stated, has found that the vacant lands on the main track between Cairo and Peru, granted by Congress, amount to 3,174,000 acres.