BEAVER ARGUS.

Vol. 49 No. 11. Beaver, Wednesday, March 13, 1867. Established 1818.

The Argus

Will be Published Every Wednesday,

IN THE OLD ARGUS BUILDING

THIRD ST., BEAVER, PA.

At $2.00 per annum in Advance.

Letters and communications, by mail, shall have prompt attention.

J. WEYAND, Editor & Proprietor.

Advertisements inserted at the rate of $1 per square (eight lines) for first insertion 50 cents. A liberal discount made to yearly advertisers, and on long advertisements.

A space equal in width to one line of this type measured as a square.

Special notices 50 per cent. additional to regular rates.

Business cards, 75 cents a line, per year.

Marriages and Deaths, Religious, Political, and other notices of a public character, half rates.

Sheriff's Sale.

BY virtue of sundry writs of Levari Facias Fieri Facias and Venditioni exponas, issued out of the Court of Common Pleas of the County of Beaver and to me directed, I will expose to public sale at the Sheriff's office in the borough of Beaver, in the county aforesaid, on

Saturday, March 16th, 1867.

at 10 o'clock in the forenoon, the following property, to wit:

All the right, title, interest and claim of defendant, of, in and to the following lot of ground situate in the borough of Darlington, Beaver county, Pa., bounded north by an alley, east by Market street, south by Public Square, west by lot of George Youts, on which is erected a large frame building used as a dwelling house and cellar underneath, store room furnished with counters, shelving, &c. Also, one other lot of ground situate in the borough aforesaid, bounded north by public alley, east by Market street, south by lot of George Greer, west by public alley, on which is erected a two story frame dwelling house with cellar underneath, frame stable and outbuildings, lot enclosed and planted with fruit trees, grapes, &c.

Also, All right, title, interest and claim of defendant, of, in and to a certain tract of land situate in South Beaver township, Beaver county, Pa., bounded as follows: Beginning at a post and white oak, thence by land formerly of the Farmers & Mechanics Bank, part of the John Phile warrant, north one degree, east 126 perches to a post, thence by land of the same, being part of the John Phillip's warrant, east 126 perches to a post, thence by land of the same part of the warrant aforesaid, south one degree, west 126 perches to a post, thence by same part of the Andrew Pettit warrant, west 126 perches to the place of beginning, containing 96 acres more or less, about 75 acres cleared and under fence, on which there is erected a large two story frame dwelling house, frame barn and out-buildings. Good orchard of fruit trees on the premises. The above described tract of land is underlaid with a vein of good bituminous coal.

Also, All right, title, interest and claim of defendant, of, in and to the following piece of land situate in South Beaver township, Beaver county, Pa., bounded as follows: Begining at the South West corner thereof at a post, thence by land formerly of the Farmers & Mechanics Bank, part of the warrant of John Phile, north one degree, east 68 perches and five-tenths to a post, thence by the same part of the John Phillip's warrant, east 126 perches to a post, thence by the same south one degree, west 68 5-10 perches to a post, thence by the tract first above mentioned, west 126 perches to the place of beginning, containing fifty-three acres more or less, about 35 acres cleared and under fence, on which there is erected a log dwelling house, orchard on the premeses, the farm underlaid with coal.

Seized and taken in execution as the property of Jacob Marks at the suit of Gotleib Myers.

No. 2. ALSO,

At the same time and place, all right, title, interest and claim of defendant, of, in and to the following farm or tract of land in Darlington township, Beaver county, Pa., bounded on the north by public road and land of James Carson, on the by land of James Carson and Sheriland of defendant, south by Little Beaver creek, and west by public road and the borough of Darlington, containing 120 acres, more or less, the entire farm under fence, about 85 acres cleared; on which is erected a log dwelling house with cellar underneath, a frame stable and sheep house, a large orchard of choice fruit trees on the farm.

Also, A lot of ground in the borough of Darlington Beaver county, Pa., bounded north by public square and Third street, east by Patter's alley, south by Haggerty's alley, and west by Market street; being one whole lot and half of another, on which is erected a large two story frame dwelling house containing seven rooms with cellar underneath, also one other frame building, used as a store room, with cellar under it; lots enclosed and planted with fruit trees.

Seized and taken in execution as the property of R. A. Cochran, at the suit of Richard Mahney and Emeline his wife, for use of said Emeline.

J. S. LITTELL, Sh'ff.

SHERIFF'S OFFICE,
Beaver, Feb. 27, '67.

R. A. WILSON.....HARVEY BROWN.

NEW STORE, NEW FIRM

&

New Groceries.

WILSON & BROWN

RESPECTFULLY announce to their numerous friends and the public generally, that they intend opening a New Grocery Store on

BRIDGE ST., BRIDGEWATER,

adjoining the Dry Good Store of A. C. Hurst, on the 5th day of March

It is their intention of having on hand at all times, a full assortment of the

BEST FAMILY GROCERIES!

and they beg leave to state that they are determined to compete with all other dealers in the town or neighborhood, as their Stock of Goods are all new, and bought at the late great reduction, and selected with the greatest care by Mr. Harvey Brown, whose knowledge of the business cannot be qustioned, having been with Mr. Arthur Harvey for many years.

They call particular attention to their Stock of Teas & Coffee, as they flatter themselves they have something extra to offer as to price and quality.

The best brands of Family Flour always on hand. Produce taken at all times at full market prices. *All goods delivered.*

WILSON & BROWN.

Bridgewater, Feb. 27, '67—1y.

VALUABLE HOUSE

For Sale.

THE undersigned offers for sale his house and lot situated in the town of Beaver, Pa. The house, a large brick, is located on lot No. 89, on the corner of Buffalo and Main streets, and contains 7 rooms and a store room, all in good repair and nearly new. Out-buildings and fruit on the lot. Inquire of

feb27,'67—5t. S. A. & J. H. PURVIS.

For Sale.

THE undersigned, offers for sale a valuable lot of ground on the river bank, just above the Beaver Station, on the C. & P. Railroad. The lot contains something over six acres, and is enclosed by a board fence.

feb27'67—5w OLIVER PURVIS.

RAILROADS.

PITTS. FT. W. & C. R. R.

On and after Dec. 23, 1866, Trains will leave Stations daily, Sundays excepted, as follows: (Trains leaving Chicago at 8.35 P. M. leaves daily.)

TRAINS GOING WEST.

	Exp's.	Exp's.	Exp's.	Exp's.
Pittsburg	245PM	700AM	220AM	130PM
Rochester	417 "	830 "	347 "	310 "
Salem	620 "	1047 "	552 "	512 "
Alliance	715 "	1150 "	655 "	615 "
Canton	805 "	1250PM	747 "	705 "
Massillon	826 "	115 "	808 "	723 "
Orrville	906 "	200 "	850 "	800 "
Wooster	938 "	235 "	925 "	835 "
Mansfield	1137 "	445 "	1132 "	1025 "
Crestline Ar	1215AM	530 "	1145 "	1100 "
Crestline De	1240 "	620 "	1220PM	700AM
Bucyrus	110 "	650 "	1248 "	733 "
U. Sandusky	151 "	730 "	125 "	823 "
Forest	223 "	801 "	154 "	857 "
Lima	355 "	918 "	305 "	1022 "
Van Wert	505 "	1021 "	405 "	1137 "
Fort Wayne	650 "	1150 "	540 "	120PM
Columbia	734 "	1235AM	622 "	208 "
Warsaw	825 "	130 "	711 "	301 "
Plymouth	925 "	235 "	807 "	405 "
Valparaiso	1059 "	415 "	935 "	548 "
Chicago	1250PM	620 "	1120 "	800 "

TRAINS GOING EAST.

	Exp's	Exp's.	Exp's.	Exp's.
Chicago	835PM	440AM	1020PM	720 AM
Valparaiso	521 "	638 "	1254AM	905 "
Plymouth	720 "	829 "	257 "	1035 "
Warsaw	817 "	940 "	420 "	1133 "
Columbia	904 "	1040 "	527 "	1219PM
Fort Wayne	1005 "	1145 "	700 "	125 "
Van Wert	1118 "	119PM	824 "	252 "
Lima	1217AM	219 "	935 "	333 "
Forest	125 "	356 "	1100 "	439 "
U Sandusky	151 "	431 "	1133 "	503 "
Bucyrus	225 "	522 "	1218PM	538 "
Crestline Ar	255 "	600 "	1250 "	605 "
Crestline De	315 "	615AM	130 "	625 "
Mansfield	343 "	656 "	200 "	657 "
Wooster	508 "	850 "	232 "	835 "
Orrville	530 "	920 "	357 "	906 "
Massillon	600 "	1000 "	430 "	942 "
Canton	616 "	1020 "	448 "	1003 "
Alliance	715 "	1125 "	545 "	1100 "
Salem	744 "	1207PM	620 "	1132PM
Rochester	921 "	225 "	820 "	125 "
Pittsburgh	1025 "	340 "	930 "	230 "

Erie and Pittsburg Express Train leaves New Castle at 4:05 p.m., arrives in Pittsburg at 6:45 p.m. Returning leaves Pittsburg at 6:00 a.m., arrives in New Castle at 8:30 a.m.

New Castle and Pittsburg Accommodation Train leaves New Castle at 7:00 a.m., arrives in Allegheny at 9:45 a.m. Returning leaves Allegheny at 4:30 p.m., arrives in New Castle at 6:20 p.m.

F. R. MYERS, Gen. Ticket Ag't.

CLEVE. & PITTS. RR.

On and after Dec 24, 1866, trains will leave stations daily, Sundays excepted, as follows.

GOING SOUTH.

	Mail.	Exp's.	Mail.	Accom
Cleveland	820AM	235PM	.....	330PM
Euclid street	831 "	246 "	.....	341 "
Hudson	935 "	340 "	.....	500 "
Akron	.....	.....	.....	.....
Orrville	.....	.....	.....	.....
Millersburg	.....	.....	.....	.....
Ravenna	1010 "	415 "	.....	530 "
Alliance	1110 "	500 "	.....	630 "
Bayard	1144 "	530 "	.....	..... "
Wellsville	120 PM	705 "	.....	..... "

GOING NORTH.

	Mail.	Exp's.	Mail.	Accom
Wellsville	845AM	445PM	.....	.....
Bayard	1017 "	615 "	.....	.....
Alliance	1125 "	644 "	.....	700AM
Ravenna	1214PM	728 "	.....	749 "
Millersburg	.....	.....	.....	827 "
Orrville	.....	.....	.....	.....
Akron	.....	.....	.....	.....
Hudson	1246 "	803 "	.....	.....
Euclid street	147 "	904 "	.....	932 "
Cleveland	200 "	915 "	.....	945 "

GOING EAST.

	Mail.	Exp's.	Exp's.	Accom
Belaire	430PM	610AM	1040AM	.....
Bridgeport	440 "	625 "	1050 "	.....
Lagrange	.....	.....	.....	.....
Steubenville	555 "	743 "	1158	.....
Wellsville	725 "	845 "	140PM	700AM
Smith'sFerry	747 "	907 "	202 "	735 "
Beaver	.....	.....	.....	.....
Rochester	830 "	950 "	240 "	825 "
Pittsburgh	940 "	1105 "	350 "	955 "

GOING WEST.

	Mail.	Exp's.	Exp's.	Accom
Pittsburgh	615AM	210PM	435PM	350PM
Rochester	730 "	325 "	545 "	445 "
Beaver	.....	.....	.....	.....
Smith'sFerry	807 "	401 "	631 "	544 "
Wellsville	840 "	450 "	725 "	620 "
Steubenville	950 "	555 "	823 "	.....
Lagrange	.....	.....	.....	.....
Bridgeport	1112 "	707 "	927 "	.....
Bellaire	1125 "	720 "	940 "	.....

TUSCARAWAS BRANCH.

Leaves		Arrives	
N. Philadelphia	6.50 a m	Bayard	9.55 a. m.
Bayard	1.00 p m,	N. Philadel.	2.50 P.M

F. R. MYERS, General Ticket Agent.

BEAVER COUNNTY, ss:

SEAL

The Commonwealth of Pennsylvania, to the Sheriff of said County, Greeting:

We command you, that you attach Joseph Jenkins, Jack Jenkins, A. B. Jenkins, Jack Jenkins, Oscar Jenkins, A. B. Jenkins, Jack Jenkins, Andrew M Haley and John Grafton, partners under the name and style of the Vienna Oil Company, late of your county, by all and singular their goods and chattels, lands and tenements, in whose hands or possession soever the same may be, so that they be and appear before our Court of Common Pleas, to be holden at Beaver, in and for said County, on the third Monday of March next, there to answer Kenneth Davidson of a plea in case in foreign attachment. And you are further commanded that you summon as garnishees all persons in whose hands or possessions the said goods and chattels, or any of them may be attached, so that they and every of them be and appear before the said Court, at the day and place above mentioned, to answer what shall be objected against them, and abide the judgment of the Court therein. And have you then and there this writ;

Witness the Hon. Alex. W. Acheson, President of our said Court at Beaver, the 25th day of January, A. D. one thousand eight hundred and sixty seven.

MICHAEL WEYAND, Proth'y.

A true copy of writ.

Attest: J. S. LITTELL, Sh'ff.

feb20'66—1m.

REMARKS OF

Col. A. W. Taylor,

Senator from Beaver Co.

In the Senate, Tuesday afternoon, February 12, 1867, on the bill entitled An act to repeal the act of the General Assembly of the State of Pennsylvania, which became a law on the ninteenth day of August, one thousand eight hundred and sixty-four, entitled An act relative to the Pittsburgh and Connellsville railroad company.

Mr. Taylor. Mr. Speaker, the great importance of this bill to my section of the State, and the urgent necessity for its immediate passage, entirely overcomes any reluctance I may have to trespass upon the time of the Senate, although I am aware that there are others upon this floor, with much more legislative experience, who may desire to discuss it.

Should I refrain from expressing, however imperfectly, the reasons which govern me in advocating the passage of the bill under consideration, I should be false to my own convictions of duty and recreant to the trust reposed in me by my constituents. In the statement of these views which at this period of the discussion must of necessity be brief, I shall rely to a great extent upon certain facts developed in the history of the legislation relating to the Pittsburgh and Connellsville railroad company, and the official records of the company itself, which we regard as the very highest and most reliable source of information.

This company was incorporated by the Legislature of Pennsylvania on the 3d day of April, 1837, and is one of the oldest corporations in the State.

Under the first charter it had authority to construct a railroad from Pittsburgh to Connellsville, a distance of sixty miles, but by the act of April 18th, 1840, it was authorized to extend the road to the Maryland line.

The same company was incorporated by the Legislature of Maryland in January, 1863, with authority to build a road from the Pennsylvania line to Cumberland, a distance of about ten miles.

The municipal corporations of Pittsburgh, Allegheny county, McKeesport and Connellsville were all authorized, at different periods, to subscribe for large amounts of the stock of this company, which they promptly did. The Maryland Legislature subsequently authorized the city of Baltimore and the city of Cumberland to subscribe for the stock of the company, and the corporate authorities of Baltimore became responsible for bonds to the amount of one million of dollars, and at a later period, the city of Cumberland subscribed for stock to the amount of four hundred thousand dollars.

Among the several acts of the Legislature of this State, recognizing the existence of the Pittsburgh and Connelsville railroad, was the well known Condoning Act, of April 11th, 1856, declaring. "That any defect or irregularity in the proceeding of the board of directors of the Pittsburgh and Connellsville railroad company, or failure to comply with the requisitions of its acts of Assembly, or their supplements, were thereby remedied and supplied. And that the charter of incorporation of said company should not be affected or invalidated in consequence of any omissions or neglect by the commissioners or board of directors to comply fully with its requirements.

We will see what was the condition of the company from this period to the time when the charter was repealed.

It will be remembered that up to this date—the summer of 1856—the road had been built from Connellsville to West Newton, a distance of only twenty-five miles, and was operated with but two locomotives, two passenger cars, and a very limited number of freight cars, and was dependent on the Pennsylvania Central railroad company for communication with Pittsburgh; it was at the same time burthened with a debt of six hundred thousand dollars. From that period up to the present hour, this company has been struggling with difficulties of the most serious character. The great commercial crisis of 1857, as will be remembered, affected deeply the prosecution of all public work as well as individual enterprise. The effect of this financial crisis had scarcely passed, when the political troubles ending in civil war, taxed the energy of the country and diverted its labor and capital into new channels, so that all branches of trade and industry were completely paralyzed for a time. Crowding closely upon these adversities of a public character, the company was involved in troubles growing out of the defalcation of faithless agents, and what was a still greater calamity, it experienced the treachery of those who had been its friends.

But in January, 1864, notwithstanding all these embarassments, sixty miles of road had been completed from Pittsburgh eastward, and the company had now become independent of the Pennsylvania road, and had leased upon the most favorable terms, a road from Connellsville to Uniontown, twelve miles in length, making in all seventy-two miles of road now under the control of the company.—Twelve locomotives, with the requisite number of passenger and freight cars, and all the appurtenances necessary, had been secured, and the whole seventy-two miles of road was successfully operated. Already the floating debt had been paid off, and one half of the Allegheny mountain, dividing the Potomac and the Ohio had been completed, and the company had obtained the right of way to the Maryland line. In addition to these facts, the co-operation of the Baltimore and Ohio railroad company had been secured, and had agreed to advance one hundred thousand dollars per month, to the extent of one million of dollars, for the further prosecution of the work. For the foregoing facts we have relied upon the most undoubted authority.

Now, to show the vast importance of this road to that section of the State, we may take the books of the company, which give the following exhibit of its business and its profits.

The gross revenue for the year was two hundred and fifteen thousand dollars, with a clear profit of ninety-five thousand dollars.

In the following year the business had greatly increased and the books will show, for that year, a gross revenue of three hundred and ninety-four thousand three hundred and sixty-three dollars, with an expense of two hundred and sixty-four thousand and two dollars, for the same year, and a clear profit of one hundred and thirty thousand three hundred and sixty-one dollars. The number of passengers carried over the road this year was three hundred and sixty-six thousand eight hundred and thirty-three. It must be borne in mind that this was the business of an unfinished road, with but one terminus of any commercial importance, the city of Pittsburgh, the other terminus being virtually out in the woods. But I weary the listless, and serve no present purpose, to pursue these details further.

Year succeeding year, we find the company still struggling along for years under the severity and misfortune, but had prospered even in the midst of great adversity, and had just emerged, or was rapidly emerging, from its financial embarrassment, and had made such preparations for the completion of the road, that a through line from Pittsburgh to Baltimore was a thing already assured. The capitalists of the country were inspired with a new confidence in the success of the enterprise, when they saw the zeal and intelligence with which its work had been prosecuted, and its business managed in the midst of these troubles, and sufficient money was in readiness to construct the entire road without delay.

The prospect of its speedy completion, now so bright, was hailed with joy by its friends throughout the west, but their hopes were stricken down at once, and by a single blow. That blow was given by the Legislature of Pennsylvania on 29th day of April, 1864, when the charter of the company was repealed. The reason for this repeal, as stated in the preamble of the act, was the alleged "misuse and abuse" of the corporate powers of the company.

We have already referred to the condoning act of April 11, 1856, the object and intent of which was to "remedy and supply all defects and omissions" on the part of the company.—Up to this date, then, 1856, all "misuse and abuse" of the corporate privileges, if there had been any, were remedied by this act. The question of misuse and abuse since that date, may be referred to at another point in the discussion.

Not only was the charter of the Pittsburgh and Connellsville company repealed, and that franchises and franchises were conferred upon another corporate body which, by the same power, was breathed into existence soon after the passage of the repealing act referred to.

It has been well said that "there is no law upon the statute book that has not had its origin in some evil to be remedied, some good to be effected, some want to be supplied, or some purpose to be gained; and a little investigation into attendant circumstances, will generally enable the curious in such matters to trace each act of legislation to some individual source."

In this particular case, as in other acts of legislation, a little trouble may enable us to arrive at the origin of the "Repealing act."

We have seen how this company struggled along through a great financial crisis—through the perilous years of civil strife—and the other difficulties in which, though no fault of its own, it had been so constantly involved, until it had reached a period in its history when its final success was no longer doubted.

The seventy-two miles constructed and stocked at a cost of several millions of dollars had now become renumerative, as we have attempted to show, and contracts had been awarded for the entire road, with every arrangement made to secure its speedy completion. It is a significant fact that up to this time it had met with no serious opposition from other railroad corporations; nor had a single complaint been made by any of the stockholders, nor by a single citizen along the line of the road or elsewhere. The Pennsylvania railroad company, however, always alive to its own interest, and too often regardless of the rights of others, now saw a rival company actively preparing to take the field, and at once determined to throttle it on the very threshhold of its existence.

The Pennsylvania road heretofore free from competition, with an annual revenue of eighteen millions, had grown into a great monopoly. It saw the Fort Wayne and Chicago road, four hundred and sixty-seven miles in length, the Cleveland and Pittsburgh road, one hundred and fifty miles in length, and the Steubenville and Allegheny Valley roads, each about forty miles in length, with their important branches, all terminating in the city of Pittsburgh.

These roads had been dependent upon this one line—the Pennsylvania Central—for communication with the east.

If we consider the immense business done by the various roads which I have named, and the enormous revenue that would be secured by any company that could monopolize this increasing business, we may, I think, readily discover the origin of that legislation by which the Pittsburgh and Connellsville road was prevented. These roads, leading in from all directions, with one terminus in Pittsburgh, had heretofore been confined, for the transportation of their passengers and freight to the seaboard, upon this one company, which seemed determined they should not be permitted to find another outlet to the east.

It may not be improper at this point to notice the charges for freight and transportation of merchandise, to show, at least one of the results of this monopoly.

The rate of fare from Boston to Chicago, on a certain class of merchandise, in 1863, was one dollar and thirty seven cents per hundred weight, from Philadelphia to Chicago, the same day, on the same class of merchandise, the charges were one dollar and sixty-five cents per hundred weight over the Pennsylvania road, although the distance is about two hundred miles less. On the 20th day of February, in the same year, the charges from Boston to Chicago, to the firm of Bower & Brothers, were one dollar and thirty-seven cents per hundred weight, and the very same day the same firm was charged for the same class of merchandise, the sum of one dollar and eighty-five cents, which is a discrimination of forty-eight cents per hundred weight against the city of Philadelphia.

I am credibly informed that a careful calculation of the rates will show a discrimination in favor of New York of twenty-eight cents per hundred weight.

I have introduced the foregoing facts to demonstrate the urgent necessity of a competing road from Pittsburgh to the east, as well as to show the probable origin of the opposition which led to the defeat of an enterprise which would have secured that desirable result. These, sir, are the facts connected with the history of the Pittsburgh and Connellsville company, and the circumstances under which it was deprived of its charter, as I understand them; and whatever may be the opinion of others in view of these facts, I, for one, cannot resist the conclusion that by this repeal, an act of great injustice was inflicted upon the company, as well as upon those who had in good faith invested their means in the enterprise.

I accord honesty of purpose to every man in the Legislature of Pennsylvania, who may have been instrumental in depriving this company of its charter. I am not here, sir, to impugn the motives of any man in the vote he may have given, or that he may now give on this question. I call in question no man's integrity, when I declare in my place on this floor, as my firm conviction, that it was an act of gross injustice to the corporators themselves, a flagrant outrage upon the rights of the people in the western portion of the State, and a dire misfortune to the Commonwealth at large.—False representations and the delusion that this road when completed would divert trade from Philadelphia to Baltimore, and thus militate against the commercial interests of our own people, induced many good men to advocate this measure at the time, who have been convinced by subsequent developments that it was founded in deception and fraud, and are now ready to denounce it as one of the greatest iniquities of the age.

Sir, we cannot disguise the facts in this case. We need not attempt to conceal from our own minds a state of things so clear and palpable. It must be admitted that upon the good faith of Pennsylvania, solemnly pledged by the Connellsville charter, millions of monboring State, as well as by our own citizens, and it seems to me, the stigma of bad faith will stain the purity and mar the lustre of our reputation, if this repealing act is allowed to remain upon our statute books.

Mr. Speaker, let us glance for a moment at some of its results. The highest public consideration, the best interests of the people, most clearly and emphatically demand the construction of the Pittsburgh and Connellsville road to the eastern boundary of Somerset county, where it would connect with and secure the building of the Southern Pennsylvania road, and thence through the Southern tier of counties eastward, thus establishing a line that would, to some extent, compete with the Pennsylvania Central. But as it now is it is a mere tributary to this great monopoly, instead of a competitor, as it should be. Sir, it is a fact that the traffic and travel over this sixty miles of road from Connellsville to Pittsburgh, is in a direction almost opposite to that in which it finds its market and seeks its destination, thus doubling time, distance and expense.

This, of course, is oppressive to the people in the particular section to which we refer. But, sir, this is not all; it is but a small portion of the evil inflicted by the defeat of this enterprise. The construction of this road would open up a section of this great Commonwealth containing untold millions of mineral wealth. More than one hundred miles of the State through which it would pass is rich in its deposits of coal and iron, besides the inexhaustible quarries of marble along the Youghiogheny river, which is said to be as "fine in texture and beautiful in polish" as the celebrated Tennessee marble so much used in the public buildings of the country. All this vast wealth is now entirely useless to its proprietors, and the State, while its development would give new life and open up new facilities to every county on the southern border of the State, and greatly increase the general prosperity of the entire Commonwealth. No man who will study the geography of the State will fail to see that the great mining, agricultural, manufacturing and commercial interests of southwestern Pennsylvania most imperatively demand an additional outlet to the seaboard. Why shall the people in this region be compelled to submit forever to the exactions of those who control the existing throughfares, when they are willing with their own means, for their own benefit, to open up another road, which would not benefit them alone, but add to the power, population and material wealth of the whole State? The great wealth of our State consists in her natural advantages—in her vast agricultural and mineral resources—and if stimulated by liberal railroad privileges, the enterprise of our population would speedily develop her resources, and Pennsylvania, now dwarfed and restricted, would soon become an empire within herself. The truth of this finds an illustration in the beneficial results secured by adjoining States in the passage of a general railroad law, by which their citizens now enjoy equal rights, and equal protection in all those matters of public enterprise and improvement.

The intelligence and determination of our people will no longer tolerate the unjust and tyrannical policy by which we have been so long prevented from acquiring the supremacy, as a State, to which our natural resources and the energy of our citizens so justly entitle us. Let the shackles of this feudalism be broken and a liberal policy in our railroad system be adopted, and we may anticipate an era of the most enduring prosperity, of increased and lasting progress. Sir, the people simply ask the right to develop and utilize these vast resources of our State at their own expense and at their own risk; they ask us for no special privilege—they are not pleading for an appropriation from the treasury, but for permission to invest their own capital in an enterprise which will increase the revenue, population and general wealth of the whole State.

Mr. Speaker, what is the character of the bill before us? It provides that the law by which the Pittsburgh and Connellsville company was robbed of its charter and its vested rights, be repealed, and that company be permitted to go on and complete its road.

It provides that the road shall be completed within three years from the passage of this bill. The act which we are requested to repeal, has been declared unconstitutional by the highest judicial tribunal in the State, because it is an infringement upon the obligations of a contract. An intelligent jury upon its solemn oath has declared that there has been neither "misuse or abuse" of the rights and privileges of the charter; and yet this was the pretext for its repeal.

The immediate passage of this bill, sir, is imperatively demanded by the growing necessities of the capital and labor of the great west.

Even now the central road is unable to meet the demands upon it by the boundless traffic of the western States; and, already, much of it is driven entirely round Pennsylvania, by the Central Ohio, connecting with the Baltimore and Ohio road at Benwood, on the Ohio river, as well as by the Atlantic and Great Western road. Much of this freight and travel would pass over this new route, and every passenger and every ton of freight thus transported would pay some tribute to the State.—Nor is it true that Philadelphia would suffer by this additional road from east to west. It would bring to that city ten-fold more than it would lose by the moiety of trade that might be diverted from it; and by enriching the whole State, would, of course, add to the commerce and material wealth of that city. It is a fact worthy of the attention of those who, are so closely guarding the interests of this great city, that the rates of tariff, as before cited, make a discrimination in favor of New York and against Philadelphia which will average about twenty-eight cents per hundred weight on her immense quantity of through freight any quarter. If the gentlemen from Philadelphia [Mr M'Candless], or that other gentleman, the Senator from Lancaster [Mr. Fisher], who has just distinguished himself as the special champion of Philadelphia interests will undertake to explain how this discrimination will enhance the commercial interests of that city, I will cheerfully give way to hear such explanation. They will not attempt it.—Now, sir, I have been amused to hear gentlemen upon this floor, who are opposing this bill, talk of the rights of Philadelphia, as if those rights were assailed by a foreign foe.—Who, sir, amongst the friends of this bill, propose to inflict an injury upon the people of that city? We yield to no one—not even the gentleman from Lancaster [Mr. Fisher]—in our love for the high-minded, generous, enterprising citizens of the Quaker City. They are a part of our own great Commonwealth, justly celebrated throughout the world for their never faltering devotion to the cause of human liberty. They are entitled to our consideration, and I think, sir, they will admit that the Legislature has always been ready to grant any just legislation for which they have ever asked. Their numerous and varied interests have never been overlooked, and those who believe that the passage of this bill would be hostile to their best interests, are blinded by a policy far too narrow and selfish to receive the approbation of this body. Those who oppose the completion of this road on the ground that a portion of the western traffic might be diverted from the markets of Philadelphia, should not forget that there are other interests vital to this Commonwealth, outside the limits of that city. Philadelphia is, indeed, a great city—the metropolis of the State, but not the State itself.

I will not speak of Pittsburgh, the great manufacturing city of Western Pennsylvania, its commercial interests, or the energy of its public-spirited citizens. We demand for them and for every section of the State, east and west, north and south, such legislation as will enable them to take care of their own interests and guard their own prosperity.

I take it, sir, the people of western and southwestern Pennsylvania are as industrious, as enterprising and as loyal, as in any other portion of the State, and if we, under the solemn oath we have taken, discharge our duty as the servants of the people, we cannot disregard their interests—we dare not trample upon their sacred rights. In the consideration of every question of great public interest we are bound to look, not at the wants and desires of our own locality, our immediate constituents, but the welfare of the people in general. Every Senator on this floor knows that the great mass of people in that section of the State are most earnest in this matter, and with one accord, and with but one prayer upon their lips, they implore this Legislature for the passage of this bill. They are justly aroused by a sense of wrong which they have borne until it has become a burden too grievous to be endured in silence. They ask not for mercy—they demand simple justice, and sooner or later that demand will be granted. It may not be to-day, or to-morrow, or this year, but it must come soon; the people will arise in their majesty, and so sure as there is justice in heaven the emphatic voice of an outraged people will be heard and respected in these halls ere long.

Shall we paralyze the energy of the fairest portion of our State and impede the development of its enormous wealth, because, forsooth, a neighboring State would share with us the benefits arising from a better policy? If we are so contracted in our views as to be unable to look beyond the boundary of our own State, let us at least be consistent in our legislation and avow our selfish policy by repealing the charter of the Northern Central road and every other road communicating with any of the bordering States! I trust, sir, the time is far distant when we shall be prepared for this. Every improvement, of whatever character, calculated to expand the wealth and power of one section of the country, will inure to the benefit of all its parts. Any measure that will give a new impulse to the general business and prosperity of our people, will not fail to benefit the States adjoining us. The prosperity of the west will not injure the city of Philadelphia.

We cannot restrict or change the operation of the laws of trade in this respect if we would, we should not do so if we could.

It is well known that the subject matter of this bill is now in litigation, and part of the opposition with which it will meet is based upon this pretext. The legal points involved have been ably discussed before this body, and even were I competent to the task, there would be no excuse now for occupying your time with that view of the subject.

I am well satisfied to leave that part of the discussion with those who are familiar with legal disquisitions.

There are, however, a few facts which I will notice in conclusion.

The charter of the Pittsburgh and Connellsville company was repealed on the ground that it had misused and abused its rights and franchises. The case was taken into court and after a most thorough and patient investigation, the following verdict was rendered by the intelligent jury before whom the cause was tried.

"We, the jury sworn to try the issue joined in the above cause, to wit: whether the Pittsburgh and Connellsville railroad company, prior to the 20th day of April, 1864, abused or misused their corporate privileges, within the true meaning of their act of incorporation, and its supplements do say that the said Pittsburgh and Connellsville railroad company did not abuse or misuse its corporate privileges, within the true meaning and intent of its acts of incorporation, and the supplements thereto." This is a fact full of significance, when considered in connection with the history of this company from 1856 up to the time of the repeal of its charter.

The opinion of Judge M'Candless, after hearing the arguments of the counsel of the has frequently been called during the progress of this discussion:

"And now, to wit, June 28th, A. D. 1866, this cause came on to be heard, and was argued by counsel, and thereupon, upon consideration thereof, it was ordered, adjudged and decreed as follows, viz: That the act of the General Assembly of Pennsylvania, of the 19th of August, A. D. 1864, entitled An act relative to the Pittsburgh and Connellsville railroad company, and such portions of the act of the General Assembly of the State of Pennsylvania of the 19th of August, A. D. 1864, entitled An act to incorporate the Connellsville and Southern Pennsylvania railway company, as confer upon the said Connellsville and Southern railway company any of the rights and franchises of the said Pittsburg and Connellsville railroad company, are, and are hereby adjudged to be, unconstitutional, null and void, and of no force or effect; that the said the Connelsville and Southern Pennsylvania railway company, their agents and servants, be, and hereby are perpetually enjoined and commanded, from henceforth, altogether to absolutely desist from taking possession of, or in anywise interfering with the route, and road, and rights, and franchises of the said the Pittsburgh and Connellsville railroad company, and from pretending, or asserting any right or title thereto, and from instituting any action at law, or proceeding in equity for the recovery of the possession of the route and road of the said the Pittsburgh and Connellsville railroad company, or any part thereof.—And it is further ordered and decreed, that the said, the Pittsburgh and Connellsville railroad company be, and the said company are hereby perpetually enjoined and commanded, that the said company do not in anywise accept, ratify, or recognize as binding, the said act of Assembly entitled An act relative to the Pittsburgh and Connellsville railroad company; and it is further ordered, that the said, the Connellsville and Southern Pennsylvania railway company do pay unto the said complainants their costs of suit, the same to be taxed by the clerk on five days' notice to the solicitors of the said, the Connellsville and Southern Pennsylvania railroad company."

But an an appeal has been taken from this decision, and the question is still before the courts, and may remain undecided for years to come. In view of all these facts, I cannot agree with those who believe that it would be undignified in the Legislature to pass this bill, and thus end the ceaseless litigation; it is never undignified to do right and show fair play.

It has been asserted here that this is a mere contest between two corporations, each striving for exclusive authority to construct the road. This assertion, however plausible it may seem, is not warranted by a single fact in the entire history of the contest. It is a reflection upon the intelligence of those whom we represent upon this floor. Every particle of evidence that has been adduced—every argument that has been presented—every circumstance connected with the case from first to last—most conclusively demonstrates, that it is the great struggle of the people against a powerful and grasping corporation. Sir, it is the fight of the people against a monopoly through whose influence, as they believe, they have lost some of their most sacred rights, and by whose power they have been so long and so deeply humiliated, that all patience is exhausted.—They implore this Legislature to expunge from the statute books a law by which they have been most grossly outraged, and to restore those rights of which, through its operation, they have been unjustly and unconstitutionally deprived. This is the true character of the contest; nothing more, nothing less. The people demand the protection of their interests and the recognition of their rights in this respect. The passage of this bill will, to some extent, secure these desirable results. I shall vote for it with a firm conviction of its eminent justice, and with the assurance that it is imperatively demanded by the highest public considerations.