

THE GLOBE.

Circulation—the largest in the county.

HUNTINGDON, PA.

Wednesday, June 17, 1857.

DEMOCRATIC NOMINATIONS.

FOR GOVERNOR, Hon. WM. F. PACKER, of Lycoming. FOR CANAL COMMISSIONER, NIMROD STRICKLAND, of Chester. FOR SUPREME JUDGES, Hon. WILLIAM STRONG, of Berks. Hon. JAMES THOMPSON, of Erie.

Democratic County Committee. The Democratic County Committee of Huntingdon county is requested to meet on SATURDAY, June 21st, at 3 o'clock, p. m., at the Hotel of JOHN S. MINZEL, in Huntingdon. A full attendance is requested, as business of vital importance to the party will come before the committee.

The Committee, as appointed by the Chairman, last year, is as follows: Perry Owens, Birmingham; Thomas Bell, Berks; John Porter, Alexandria; William Taylor, Clay; Caleb Greenleaf, Cass township; G. W. Spicer, Cassville; Hugh Seeds, Franklin; F. B. Walker, and B. B. Petriken, Hartsville; A. Jackson Rose, Henderson; Dutton Madden, Brady; Samuel Ely, Mount Union; Daniel Isbert, Shirley; J. G. Lightner, Shirley; Samuel Holliger, Cromwell; Wm. Templeton, Orbisonia; Jacob Hunt, East, Dublin; Samuel McPeters, Toll; Jacob Cobert, Springfield; David Berkstresser, Tully; Jacob G. Boller, Tully; Jacob Longenecker, West; Thomas Osburn, Jackson; Jacob Harman, Porter; John R. Hunter, Portersburg; J. Vandouvan, Esq., Walker; Jacob Green, Zimmarman, Esq., Hopewell; James Chamberlain, Warriorsmark.

Shipments of Coal. The Shipments of Coal from Broad Top mines for the week ending Thursday, June 11, were 2,369 tons. Total for the season, 30,782.

The Globe and the Plunderers.

We learn that some few individuals who claim to be Democrats, affect to be dissatisfied with the course of The Globe in the issue now before the people: whether the Public Improvements shall continue to be mismanaged by the agents of the State or sold to the best advantage. We have examined the subject to our entire satisfaction,—have come to the conclusion that we are right, and are determined to "go ahead" at all hazards. We know from the character of the men who are now loudest in opposition to a sale, that they would never permit a bill to become a law under which a sale could be effected, so long as they could see an opportunity to fill their own pockets. Deny them the privilege of ever receiving a cent from the public treasury—the taxes wrung from the hard earnings of the honest yeomanry of the State—and they would immediately be for a sale, at any sacrifice.

We are opposed to making the question of a sale of the Main Line a party issue; but, if dishonest, intriguing party leaders will force the issue upon the voters, we will not feel ourselves responsible for the result in this county.

We are determined to expose corruption no matter in what party it may exist. We have ever been with the people, and with them we shall continue, advocating their interests, as long as we are sustained by them.

Taxpayers, Read!

Henry S. Mott, President of the Board of Canal Commissioners, in his petition to the Supreme Court, praying for an injunction to restrain the sale of the Main Line of the Public Works, states upon his OATH, that: "The canals aforesaid are 283 miles in length, requiring heavy expenditures for repairs and expenses and have not for many years yielded income sufficient to pay the cost of keeping them in navigable order."

Hence (as holder of three shares of Penn'a R. R. stock, purchased since the passage of the sale bill,) he prays the Court to prevent the Pennsylvania Company from purchasing said canals! The taxpayers will ask themselves:—"Is it more to our interest and the interest of the State, that we continue to submit to being heavily taxed, year after year, that a set of dishonest scamps may grow rich upon our hard earnings, than to sell, or give away that which will never, while in possession of the State, assist to pay our State debt, or pay expenses of keeping in repair?"

BROAD TOP COAL.—"Susquehanna," a correspondent of the Philadelphia Inquirer, has been visiting the manufacturing establishments of the city of Lancaster. In communicating the result of his visit, speaking of the Locomotive works, says:—"Their Anthracite coal costs them \$4 50, and their semi-bituminous or Broad Top \$3 57. They are gradually abandoning the use of anthracite and resorting almost entirely to the semi-bituminous, because their pronouncement, after satisfactory experiments and long use, that the latter is stronger, produces greater heat, and burns up much more cleanly than the former. Indeed I found that an extensive cotton mill in the city was proceeding to act upon the same idea."

This coal, unsurpassed for mechanical purposes, is gradually and surely working its way into public favor and general use. It is held only to be tried to be appreciated.

Celebration at Coalmont.—The "Broad Top Rifle Rangers" are preparing to celebrate the approaching anniversary of American Independence, at Coalmont, in this county.—A magnificent dinner will be given on the occasion, and we anticipate "quite a time." Tickets 75 cents. Those who go—and all peaceable, orderly, and well disposed persons are invited—should procure their tickets at an early hour. Go and celebrate the Fourth at Coalmont!

The late high waters have done extensive damages along the line of the canal.—We learn that the Petersburg and Crooked dams have both been again partly swept away.

Democratic State Convention.

The members composing the Democratic State Convention, met in the Hall of the House of Representatives, on Tuesday, the 9th of June, and were called to order at 10 o'clock, A. M., by PHILIP JOHNSON, Esq., Chairman, who laid before the Convention the call of the State Central Committee re-assembling the Convention, and the letter from Judge Lewis declining the nomination for Judge of the Supreme Court; which were read.

Mr. H. B. WRIGHT moved that the Convention now proceed to the nomination of candidates for Judges of the Supreme Court, which motion was agreed to.

Nominations were then made as follows, viz: Mr. Webster nom. George Sharwood, Phila. " Wright " Wm. Strong, Berks. " Marshall " James Thompson, Erie. " Forney " Wm. A. Stokes, West'd. " Blackburn " P. C. Shannon, Allegheny. " Scarrigt " Joshua B. Howell, Fayette. " Young " Thos. S. Bell, Chester. " Burke " H. Hepburn, Allegheny. " Brawley " Gaylord Church, Crawford. " Bonsall " Abra. S. Wilson, M'fild. " Hippie " C. W. Higgins, Schuyl'. " McCormick " J. W. Maynard, Lycom'g. " Campbell " Joel Jones, Philadelphia. " Glover " J. S. McAlmont, Clarion. " Fischer " S. Hepburn, Cumberland.

The following ballots were then taken: FIRST BALLOT. Geo. Sharwood, Philadelphia, 47. Wm. Strong, Berks, 53. James Thompson, Erie, 28. Wm. A. Stokes, Westmoreland county, 28. Hewitt Hepburn, Allegheny county, 20. Samuel Hepburn, Cumberland county, 12. P. C. Shannon, Allegheny county, 14. Thos. S. Bell, Chester county, 10. Abraham S. Wilson, 9. Mr. Church, 7. Joshua Howell, 7. Chas. W. Higgins, Schuylkill, 3. Joel Jones, Philadelphia, 3. The whole number of votes cast were 121; necessary for a choice 65. There was no nomination. The names of Messrs. Samuel Hepburn, Howell, and Jones were withdrawn.

SECOND BALLOT. Strong, 75. Sharwood, 56. Thompson, 52. Stokes, 52. Hepburn, 29. Hepburn, 26. Shannon, 26. Bell, 17. Wilson, 17. Church, 9. Howell, 7. Hon. Wm. Strong, of Berks county, having received 75 votes, was then declared nominated unanimously. The name of Mr. Church was withdrawn.

THIRD BALLOT. Sharwood, 25. Thompson, 32. Stokes, 23. Hepburn, 6. Bell, 5. Wilson, 6. Necessary to a choice 65. No nomination. The name of Mr. Bell was withdrawn.

FOURTH BALLOT. Sharwood, 26. Thompson, 25. Stokes, 25. Hepburn, 21. Bell, 11. Wilson, 4. Necessary to a choice 65. No nomination. The name of Mr. Bell was withdrawn.

FIFTH BALLOT. Sharwood, 24. Thompson, 48. Hepburn, 29. Stokes, 29. Necessary to a choice 65. No nomination. The name of Mr. Stokes was withdrawn.

SEVENTH BALLOT. Sharwood, 31. Thompson, 42. Hepburn, 42. Necessary to a choice 65; no nomination.

EIGHTH BALLOT. Sharwood, 37. Thompson, 48. Hepburn, 35. Necessary to a choice 60; no nomination.

NINTH BALLOT. Sharwood, 27. Thompson, 57. Hepburn, 15. Whole number of votes cast 128; necessary to a choice 65. Hon. James Thompson, of Erie county, was then declared nominated.

Mr. CESSNA, Chairman of the Committee on Resolutions, reported the following: Resolved, That the Judicial character of Pennsylvania has derived additional lustre from the eminent abilities and learning of Judges LEWIS and BLACK, whose successors we have this day nominated. That the one who retires to private life carries with him the respect and esteem, both of the profession with which his duties associated him and of the people whom he served, and while we did regret to lose the other from the Bench, we express our gratification that his eminent abilities have been brought into requisition in the National Cabinet.

Resolved, That we fully approve of the policy of the National Administration, as thus far exhibited, and have undiminished confidence in its distinguished head, and in the course associated with him in the conduct of public affairs.

Resolved, That the prompt and decisive action of the President of the United States in defence of the elective franchise in the city of Washington at the recent charter election in that city, merits and receives the sanction of all order-loving and law-abiding citizens.

Resolved, That in the eminent public services, the high moral worth and the sound legal learning of Wm. Strong and James Thompson, the nominees of this Convention for Judges of the Supreme Court, the best evidences are furnished of their fitness to discharge the responsible duties to which they are about to be called by the people.

Resolved, That the principle contained in the recent decision of the Supreme Court of the United States, in the case of Dred Scott vs. John F. A. Sanford, in regard to the political rights of the Negro race, meets the hearty acquiescence of the judgment of the Democratic citizens of Pennsylvania, and is as much commended to the whole people of the United States as it is equally binding on all by the highest sanctions of law.

Resolved, That in the opinion of this Convention, the last Legislature, whose general course was so repugnant to the feelings, policy and principles of the Democratic party, that it cannot be held responsible for any of its acts, demonstrated in an especial manner, its total want of respect for the right of the people to demand from their government a safe and sound currency, by the enormous, indiscriminate and unnecessary increase of the banking capital of the State.

Resolves, That the action of this Convention in adopting the bill passed by the last Legislature, for the sale of the Main Line of the Public Works, because of objectionable features in some of its details, is not intended as a declaration of hostility to the policy of a sale upon any terms.

Mr. CESSNA called attention to the fact that a resolution had been adopted at the morning session requiring that all resolutions should be referred to the committee on resolutions without debate.

Mr. PORTER addressed the convention declaring that if aught was added to the resolutions from the committee, as unanimously adopted, it must be something much stronger upon the infamies of the Main Line Bill.

Mr. WRIGHT expressed his gratification at the writing of the resolutions.

Mr. SCOTT moved that the resolution be referred to the committee with instructions to report forthwith.

Mr. McMANUS moved that the motion and the resolutions be indefinitely postponed, which was agreed to.

Mr. SCHEIDT read extracts from Monday's Pennsylvaniaian, and delivered an energetic address which was severely denunciatory of that Journal, and much applauded.

On motion of Mr. McMANUS, the thanks of the Convention was tendered to the President and officers.

The chairman announced that he had appointed Alex. McKinney, of Westmoreland Co., and John Weidman, of Lebanon Co., to fill omissions made in the original appointment of the State Central Committee.

Two Opinions of the Main Line in Contrast!

The readers of the Pennsylvaniaian—which yesterday contained the resolutions passed by the State Committee, held at Harrisburg on the ninth instant, and also, the application of HENRY S. MOTT, President of the Board of Canal Commissioners, to the Judges of the Supreme Court, for an injunction to restrain the Pennsylvania Railroad Company from bidding for the main line—doubtless were startled by the bold and wonderful contrast between the declaration of the Convention on the one part, and the declaration of the President of the Canal Board on the other part, on the value of the Public Works authorized to be sold!

It may be, that the opinion embodied in the resolution of the State Convention, is but the reflex of the rashlight opinion previously borne around by the Canal Commissioners and their employees, among the Delegates, to explode their magazines of representative patriotism, and send its detonations over the State; for, naturally enough, Delegates called together from private pursuits to nominate candidates for Judgeships of the Supreme Court, could know very little of the merits of the question of value of the public works, and would, consequently, be most likely to absorb and exude any opinion artfully promulgated from the Canal Board. This opinion, so derived and so expressed, as will be seen, put the value of the Main Line at an amazing high figure, in order that, through the action of the Convention, a feeling of dissatisfaction towards the law might be sown abroad over the State, to fructify and, in its ripeness, grow into a popular opinion, strong enough for expression through a decision of the Supreme Court.

But while it was thus necessary to enlarge the measure of value among those who, for the time, constituted the official organization of the great Democratic party—for the ostensible purpose of saving the State—it likewise became necessary, as it appears, that a counter opinion should be avowed for the ostensible purpose of saving the Pennsylvania Railroad Company; for it will be observed that while the Convention declare that, to sell the Main Line for the limited price fixed in the law—nine millions of dollars—"is intended to be, in reality, a gift of those works to a corporation," Mr. Mott, President of the Canal Board, on the other hand, as a stockholder of the Pennsylvania Railroad Company, appeals to the Supreme Court, ostensibly to restrict the Company from delivering "to the State the bonds of the said Company to the amount of nine millions of dollars, in liquidation of the purchase money" for the Main Line of Public Works, inasmuch as such delivery of bonds would be to his "manifest injury and detriment" as a "stockholder" of said Company!

Thus much by way of preface, now to the opinions: Extract of the resolution passed by the Democratic State Convention: That the passage of the Act by the late Legislature, entitled "An Act to provide for the sale of the Main Line of Public Works," was a wanton disregard of the best interests of this Commonwealth, and of the principles of sound legislation. That whilst in name it purports to be a sale of works which cost the State nearly twenty millions of dollars, it is intended to be, in reality, a gift of those works to a Corporation.

Extract of the application of HENRY S. MOTT, President of the Board of Canal Commissioners, to the Judges of the Supreme Court: "That the Canals aforesaid are two hundred and eighty-three miles in length, requiring heavy expenditures for repairs and expenses, and have not for many years yielded income sufficient to pay the cost of keeping them in navigable order."

Surely, in our advocacy of the sale of the Public Works, we have never detracted from the value of the Main Line, as does the President of the Canal Board. And now, since the statement is made by the head of the Canal Department, that "for many years" the divisions of the Main Line west of Columbia, have not yielded income sufficient to pay the cost of keeping them in navigable order," we are well assured that the law authorizing the sale will be judged right by the people, even if it be clamored against by those who have cared more for the control of the Public Works than for the revenues of the Commonwealth.

We give notice, therefore, that we are undismayed by the action of the Convention, believing that the delegates themselves will be among the first to realize that, by exceeding the duty which called them together, they were led into the commission of a very foolish act.

From the Montgomery county Democratic Watchman.

Mr. Editor: Believing that no newspaper suffers in value to the community, in interest to its readers, or in profit to its editor or editors, by considering questions involving even wide differences of honest opinion, I am induced to offer you a few lines on the subject heading this article.

On Wednesday, the 18th of May, the daily papers contained this paragraph:—The Canal Commissioners transmitted to the Senate, a letter from Mr. Mott, who estimated that the same done by the turn, on the North Branch Canal, will require an additional appropriation of \$30,000 to repair.

The flattering pictures drawn year after year of the future productiveness of this work, compared with the small amount of money necessary to complete it, induced me to look upon the enterprise with favor. The annual appropriations for the past five years, exceeding in gross amount double the original estimate; the imperfections of the part of the work once pronounced completed, and the money necessary to finish other parts, which years ago,—have pretty effectually dispelled the charm, which designing, interested, one-sided pictures had thrown around my sober senses. Time, and close observation effect many changes in the minds of men. It is an "old saw" that fools change their opinions never.

The conclusions at which I have arrived relative to the advantage of the State continuing in possession of any of the public works, are the result of a number of years' close watching of their practical operations. There is now not the least shadow of doubt remaining, that it is the interest of the tax payer to get rid of them all at the earliest practical moment, for their market value. Their net value will be increased one-half in the hands of individuals, by virtue of the change in the method of doing the business, and the revision of Toll Sheets which would necessarily take place. I say their market value, because I can conceive of no more definite term to express the conditions on which they can be sold. No one can expect any corporation or company of individuals to pay more than they are worth; and like most other commodities, they will bring what they are worth, when offered on terms consistent with the extent of the purchase money required and nature of the business, out of which the purchasers are to look for a compensating return of profits, and not sooner.

The bill recently passed by the Legislature and signed by the Governor, I fervently hope will effect a sale of the Main Line. The amendment made by the Senate, requiring the payment of \$100,000 annually of the purchase money, met my most cordial approbation. The bill, as it existed before, putting off pay-day until 1890, I looked upon as entirely unbusiness like on the part of the State, and much more liberal than the circumstances of the case required, and would have been sufficient to condemn it, in my judgment.

The action of the Senate, also, in refusing to extend the credit of the State to the amount of \$2,000,000, which was originally connected with the measure, to the Sunbury and Erie Rail Road, I also regarded with unqualified aversion. Considering the sad experience of the State in her "Public Improvement" investments, I could not conceive how the friends of the proposition could expect it to receive a decent reception. But now all is right on that point.

I have examined the official statements of the receipts and expenditures of the State as given in the Auditor General's Report, sufficiently often on points connected with the net revenue of the Main Line, to be well satisfied with the correctness of the assertion, that, instead of its being a source of revenue to the State, more than a million of dollars of the hard-earned taxes of the people have been expended, during the past ten years, in keeping it in proper working order, above the amount of tolls received from it. "Is it possible?" exclaims the weary follower of the plough, or the care-worn merchant, as he hands over his annual tax. A true bill, gentlemen, have every reason to believe, though I have not compiled the figures myself. "How, then, can you expect any one to buy them?" Sure enough; but just put that question to those who talk about "giving the works away," even when a bill is passed under which all knowing ones know they will not sell. I would like them to answer it; for that answer, if a true one, will throw some light upon the subject, which the mass of the community are interested in having harrowed up, occasionally, out of the political morass, beneath which it has long remained buried.

Whether the present bill will effect a sale of the works, I have my doubts. But if the legal advisers of the State administration are satisfied that the security offered by purchasers is "good and sufficient" beyond a doubt, for either sum mentioned, (\$7,500,000 to a new company, or 3,000,000 to the Penn'a R. Co.), the people are entitled to believe, though I have not compiled the figures myself.

"How, then, can you expect any one to buy them?" Sure enough; but just put that question to those who talk about "giving the works away," even when a bill is passed under which all knowing ones know they will not sell. I would like them to answer it; for that answer, if a true one, will throw some light upon the subject, which the mass of the community are interested in having harrowed up, occasionally, out of the political morass, beneath which it has long remained buried.

But if they have been worth nothing to the State, how can you expect them to sell? again asks the critical reader, who can compare one idea with another. I have already said the Main Line would be worth double the money in the hands of a private corporation it is to the State, but it is worth treble to the Pennsylvania Rail Road Company over any other party. Why? Because if the P. R. R. Co. purchases, it involves a relief from taxation equal to 5 per cent. interest upon \$8,000,000 of the money they are required to pay. The tonnage and other taxes have not amounted to that sum the past year, but it is estimated that they will amount to that, or very nearly, the present year. Without this lever to work upon the State, would be in a hopeless condition concerning the Main Line. But as I have before stated, there are large sources of revenue to be derived by that company over what the State receives.—Let me explain where and how.

The profits of the business on the public works is divided between two parties. The State furnishes the Railroad and Canal, and keeps them in repair; also, the motive power, lock-keepers and collectors, and charges a certain amount of toll. The other party, the Transporter, furnishes cars, boats, ware houses, and conductors to their cars, &c. This latter party gets his freight at as high a rate as possible, and all he makes above the State Toll and his expense is his reward. On the through business to Pittsburg, there are few parties left to compete with the P. R. R. Co., although the State has been paying money out of the Treasury, in order to continue them by making the toll exceedingly low. For instance, the State gets, for furnishing the great bulk of money in the investment, a toll of eighteen or twenty cents on a barrel of flour carried from Pittsburg to Philadelphia. The transporter, during the summer season, gets probably an average of seventy-five cents per bbl., thus leaving about fifty cents for his labor and expenses. Notwithstanding this, they break down in competition with a consolidated company, where six per cent. income rates, instead of \$10,000 houses to live in, and family expenses correspondingly high. The Penn'a R. R. Co., takes in a barrel of flour at Pittsburg, at seventy-five cents—(when the canal closes it is always advanced to one dollar.) Now that part of the labor done by the transporters, on the State Works, for which they receive from two-thirds to three-fourths of the whole freight, costs the Pennsylvania Company (or any other one) from one-fourth to one-third. For that part of the investment for which the State receives about twenty cents, a Railroad Company, doing a profitable business, should, as they do, receive at least fifty cents. That's the difference.

The same features exist in the local trade all along the line. In this, the transporters are many. Any one who thinks he can make a living for himself and his family, by running a car on the Railroad, has the privilege of doing so. "In this way the number of cars and agents on them and the number of persons who put cars on the road, and pay their agents and make 20 or 30 per cent. upon the money invested in their enterprise, is multiplied to the fullest extent. Of the total amount of freight paid by the business men of consumers of goods, an equally small fraction goes into the coffers of the State, as from the "through goods"—that is freight carried to Pittsburg, and points more distant. Here again the Penn'a R. R. Co. has an opportunity of making several hundred thousand dollars, more than the State can ever receive. Conjoined with exemption from taxation, these strong business considerations, induces the hope that said Company will become the purchasers under the present bill of Sale.—Nine Millions is a large sum of money, but the works are worth the sum to it while they are not worth, in net revenue, nine cents to the tax-payers of the State. If every one could only be made conscious of this latter fact, they would be likely to give their Representatives specific instructions upon the subject, at every nominating convention. If that Company still refuses to purchase under the liberal terms offered, we do hope the State will adhere with Roman firmness to the tonnage and other taxes, to be relieved of which, efforts, ingenious and energetic, are annually brought to bear on the Legislature. The works with the tonnage tax off, are ruined to the State—will have no market value. These taxes are the sheet anchor of hope.—But for them, the people of the State might as well make up their minds to give the Main Line away. With this lever preserved, if they get no money from the works they get a snug sum from the party that has caused their financial death. But it is not pleasant to have all the tonnage taxes used up, likewise in their management.

I think the payments from the Penn'a R. R. Co., if it becomes the purchasers, should have been equal each year at least, to the tonnage tax. No objection could have been reasonably made to this.

In order to take away objections of favoritism, a proposition to sell to a new Company, on more favorable terms might have been offered.

I have since writing the above, noticed the letter from one of our representatives, Mr. Hillegas. I once made up figures in the same way and come to like conclusions, but have not drawn the habit of owing to a sincere desire to see the taxpayers rid of the burden in question.

Probably on some future "rainy day" I may refer to this subject again, if you consider these thoughts worthy of publication. PRO BONO PUBLICO.

From the Pittsburg Democratic Post. Reading Papers out of the Party. The folly and childishness of young men who have occupied the chair editorial of a political paper for a month or two, and who, with the fresh exuberance of youthful ambition and vanity, attempt to "play politics" somewhat as children "play school," is thus admirably lit off in a recent number of the Pennsylvaniaian. We have seen idle boys attempt to put chalk marks upon the backs of boys larger than themselves, and laugh in high glee at the performance until a retaliating kick brought them to a realizing sense of their own position. The attempt to read out old established party organs, which are entitled to consideration for their consistent advocacy of Democratic principles through long and laborious years, is just as idle as making chalk marks on the juvenile's jacket, and in this instance has met with a similar retribution, most genteelly administered. We copy the Pennsylvaniaian's article:

The Harrisburg Patriot & Union a short time since took us to task for our course in advocating the sale of the Main Line of the Public Works, and would upon an immense collection of works with nothing out of the party. We have not adverted to this affront until now, for the same reason that we have not warned our friends to prepare for the blotting out of this world by the fall of the comet; but yesterday a friend suggested that we owed it as a duty to our readers to let them know the misfortune that has befallen us, that they may prepare our obituary notices and consign us to the tomb with decency. If the Cincinnati Convention, or the Democratic State Convention, had condemned us, we might have survived the present year; but when a journal of such tremendous authority, such vast circulation—amounting it is said, to over three hundred—a journal whose editorial corps is so widely extended for its learning and ripe experience—the principal having traveled the world over and arrived at the green old age of at least twenty-one when such an authority condemns us, we tremble for the future! The threatening motto of our Harrisburg luminary, "a nail me tending," states us in the files, and we are afraid even of defaming ourselves; so we "touch him not," lest he might totally annihilate us!

The June number of the PENNSYLVANIA SCHOOL JOURNAL has been received.—We notice quite a number of interesting communications on various educational subjects. The present No. closes the fifth volume. During the past five years of its publication, the JOURNAL earned for itself, and fully supported, a high character for guarding and advancing the educational interests of our commonwealth. That its sphere of usefulness may continue to widen is our earnest hope.

"WHAT SHADOWS WE ARE."—Within the last two weeks, three distinguished men have been called away by death, viz: Senator ADAMS, of Mississippi, Senator BUTLER, of South Carolina, and Senator BELL, of New Hampshire.

The Norristown Gas Company has declared a semi-annual dividend of three per cent.

What is the Difference.

Two years ago a bill passed the Legislature directing the Governor to sell the Main Line of the Public Works at auction. Its main features were—a minimum of seven and a half millions of dollars, and if the Pennsylvania Railroad Company purchased, an additional million, in consideration of which that Road was to be forever released from the tax upon its trade. It also contained a provision that the entire line of the Works was to be kept navigable. There was no clamor about this bill. The Governor had the Main Line hawked at the Exchange at the time fixed by law; but could not get a solitary bid. The interests hostile to a sale knew that it was so congested that no party would buy. Now what is the difference between the bill of '55 and the bill of '57, and how are the interests of the State so prejudiced? The minimum is the same, seven and a half millions, as it was under the former bill, and if the Pennsylvania Railroad Company purchase, a million and a half in addition, to be released from the tonnage and other State taxes. The rate of interest is the same as under the bill of '55. The time of payment in the last bill is more extended than in the bill of '55, but as the forfeiture of the whole line is a consequence of the failure to pay the interest or any of the installments, no one can find much fault with this. By the last bill the western portion of the Main Line may be abandoned when the party purchasing shall have furnished a complete substitute to the people along it for getting to market. The bill requires the completion of a railroad from Blairsville to Freeport, before navigation can be suspended upon the Western Canal. This gives the people an, and in the neighborhood of the canal an unbroken railroad communication with Pittsburg and Philadelphia.—And, it further requires that the party purchasing, if they conclude to abandon it and complete the railroad from the points we have named, shall lease or give away the Western Division to any party who will take it. Who is hurt here? How is the interest of the State compromised? The million of dollars to be paid under the former bill if the Pennsylvania Railroad Company purchased, for the relief of the Tonnage Tax, has been increased in the late bill to a million and a half dollars, and that Company to be released from the State tax only, upon her bonds, dividend and real estate. This tax, independent of the tax upon her trade in 1856, did not reach \$85,000. Twenty-four thousand dollars of this was a tax upon her indebtedness—a tax that no other corporation in the country pays. Throwing this off, we would have \$61,000 as the amount of her annual tax. Sell the Main Line for nine millions, and the branches for six, and you strike that \$61,000 down more than one-third. You get it to a figure that the additional half million will nearly represent. We look upon the sale of the branches as certain if a sale of the Main Line is effected. Where then, is the material difference between these two bills? It really consists in the works not being clogged with a requirement to keep the whole of the unprofitable portions up. And yet, in order that justice may be done and no facilities be withdrawn, it requires a large expenditure to be made to protect the people from wrong upon those portions of the line, before the party purchasing can suspend navigation.

We confess we cannot see who is injured, save those in the enjoyment of the patronage. We have compared the two bills carefully, and above, our readers have the result. We do not wish to depreciate the property of the State, but the fact that the Main Line has, from the day of its completion to the present time, been a dead drag upon the Treasury, no honest, intelligent man will deny. But one party can buy the Main Line under the conditions of the bill of '57, at the one-half of seven and a half millions of dollars. No real bona fide capitalist would invest his means in it at any price.—If the Pennsylvania Railroad Company should buy, it will be for the purpose of getting relieved of a burthen that the Company alone has imposed upon her, a burthen in the shape of a tax upon her trade, that will soon drive a large portion of her business to Baltimore and New York. This is no political question. No man should bring to its consideration the feelings of a partisan.—The sale, at the price and the terms, is a great financial measure, and let it be so considered.—Pennsylvaniaian.

Democracy. The etymology of this word—the strength of the people—bespeaks favor among the masses. It is of the people, and they are of it. It makes a man sovereign, his being the only right divine. It opens up the broadest vista of liberty, by clothing him with the mantle of popular power. It is opposed to exclusive conservative aristocracy and all bearings of monarchical tendency. It is the parent of progress, the handmaid of reform, the twin brother of freedom. To the tyrant it is odious, to the hypocrite dangerous, to truth and honor friendly. It hails from the harbor of happiness and flings its banner before the breeze of independence. The oppressor fears it as a plague. The trampled on invoke it as a blessing. When all other forms of political creed are swept off the pages of human record, Democracy will remain—the triumphant monument of mind, the great patent of liberty as a legacy to nations, the foe of tyranny, the guardian angel of truth, it will survive the crash of empires and live in the hearts of millions as the only political divinity to be worshipped.

The system of Democratic government is most beautiful in its structure and benevolent in its operations. It is supported by the profoundest researches of philosophy, by the sublimest teachings of religion, the purest piety, the deepest virtue, the finest civility. It gives to each the right of all. Each man is estimated a unit, the sum of which makes up the whole. What is the right of one is the right of all. It confers no titles; it bestows no immunities. It makes each accountable for the whole, pledges the protection of the whole for the good of each.—The man that is born in insignificance and bred in the corner, may, by a continuance in well doing rise to the centre of glory and honor. Merit is the only avenue to success, and the sons and daughters of the rich, by the neglect of virtue, by indulgence in vice, will sink into merited insignificance. The man in office may be removed without a revolution, while vacant seats are open to the multitude of men. We can conceive of no form of government so directly calculated to promote the happiness of all mankind as Democracy. It needs only to be understood in theory and adopted in practice, by a people qualified to test its qualities, to secure the administration and support of every philanthropist throughout the world.