

COUNTY COMMITTEE MEETING.

The Democratic County Committee are requested to meet in Convention at the Jackson Hotel, in Huntingdon, on Friday the 15th Feb. inst. at 2 o'clock, P. M., to take such action on the recommendation of the State Committee calling a State Convention, as may seem right and proper.

THE NEWS.

The President elect will leave Springfield for Washington on the 13th inst.

The delegates to the Chicago convention from Vermont, comprising many of the leading Republicans of the State, met lately, and unanimously protested against the adoption of any of the proposed plans of compromise before Congress.

The Virginia Convention.—The Richmond Enquirer admits that not more than thirty secessionists are chosen. The Richmond Whig publishes a list of more than one half of the delegates elected, with the remark that "probably nine-tenths of them cordially approve of the final effort to restore the Union and the Constitution in the spirit in which they were established by the fathers of the Republic, now progressing at Washington. Unconditional 'unionists' and extremists, on the other side, will constitute very small proportions of the convention."

The Alexandria Gazette says that the action of Virginia "should have but one effect at the North—and that is to increase the feeling among the conservative men there in favor of a settlement of existing difficulties, and the exhibition of an earnest desire to have the Union restored upon just terms—terms which will guaranty to the States their rights, and protect them from a hostile or aggressive policy."

The Mormons are emigrating to Washington Territory. The settlers are indignant, and threaten resistance.

The snow in Vermont has been five feet deep, deeper than it has been in the past ten years, and has seriously interrupted the mails.

A thousand mounted volunteers are about to start from Texas, on an expedition of extermination against the hostile Indian tribes.

Three spans of the North Central Railroad bridge, across the Susquehanna this side of Harrisburg, was blown down on Thursday evening last.

The Latest News.

WASHINGTON, Feb. 11, P. M.—Vice President Breckinridge says that the election of Hon. Jeff. Davis, as President of the Cotton Confederacy, is a hopeful omen, indicating that reconstruction of the Federal Union, and a permanent settlement of our slavery troubles is possible.

Ex-President Tyler states that the great difficulty in reference to an adjustment is that the Northern men in the Peace Conference and in Congress oppose in any way the acceptance of any compromise which will recognize the fact of property in slaves.

South Carolina is very indignant at the manner in which Georgia and the other States overhauled the Palmetto land in the Southern Congress.

THE TONNAGE TAX.—Considerable of our space this week, is taken up with the bill introduced into the House last week for the commutation of the tonnage duties, and with an article upon the same subject. There appears to have been a revolution in public opinion on the question of repeal within the last year, for it is now very evident that there will be little opposition to the passage of the bill. We hear men every day—men who have been opposed to a repeal for political effect—declare, that in justice to the company—justice to our local county interests, and to the future of our State, demands a removal of an unjust tax upon one of the greatest improvements in the United States.

In the statement of the business of the road, we find that the increase of freight earnings in 1860 over 1859, was \$595,872 82, and that much the larger part of this increase is upon the local freight. Every ton of this trade is taxed by the State, so that just in proportion as the business of the people residing on the Pennsylvania railroad is increased, their burthens are increased. In addition to the taxes on their property, which they pay in common with the citizens of other parts of the Commonwealth, they are taxed upon every barrel of flour, every bushel of wheat, every ton of iron, every package of goods, which they buy or sell. Thus the profits to which, as enterprising and industrious citizens they are entitled, are diminished, and the cost of what they consume is increased.—The existing law imposing the tonnage duties discriminates against all their interests and retards their prosperity. They are not upon an equality with citizens who live upon other great railroads in the Commonwealth, and in justice they can demand of the Legislature the repeal of a law so unfair and illiberal.

A Few Reflections in Relation to a Bill, Entitled an Act for the Commutation of Tonnage Duties.

First. It is upon its face manifestly fair, just, and equitable, for it places all routes of public transportation upon a perfect equality; so far as the same can be effected by legislation.

Second. The repeal of the tonnage duties imposed upon the trade of the Commonwealth, is demanded by the highest considerations of public policy, by the purest integrity, by the clearest good faith on the part of the Commonwealth.

Third. It is demanded by public policy, because it is a crushing burthen upon all the business which flows through one of the great arteries of trade in the State. It positively excludes from our State a very large amount of trade, for the tax is so heavy, that it finds a cheaper access to the sea-board, through untaxed channels of trade leading to cities in other States.

It taxes raw material so heavily as to prevent its transportation, in many cases, and thus oppresses the industry and skill, which would be expended so profitably to our citizens, in converting that raw material into manufactured product.

It taxes certain classes of our citizens to the exclusion of others, discriminating at the same time against those least able to bear it; surely, if we discriminate at all in taxation, it should be the reverse of this: it should be in favor, and not against, those least able to bear it.

Fourth. The repeal of the tonnage tax is demanded by the purest integrity, for it was originally imposed only to protect the Main Line of the Public Works from an anticipated loss of revenues, which never in fact occurred. The building of the Pennsylvania Railroad, being in effect the same as extending the Columbia Railroad from Harrisburg to Pittsburg, produced an increase of revenue on the Columbia Railroad, exceeding in value that which was lost on the Canal, so that the revenues of the Commonwealth increased instead of diminished by the construction of the Pennsylvania Railroad; and this reflection will be the more striking when it is remembered, that in 1846, when the Pennsylvania Railroad was incorporated, the New York Central, and the New York and Erie Railroads, the enlarged Erie Canal, and the Baltimore and Ohio Railroad, were approaching completion, and about to enter into competition with our Main Line, the cost of doing business upon which was too great to meet this competition, and its traffic would necessarily have been reduced to a local trade, destroying its value as a source of revenue.

If further reflection needs to be added, you are reminded that the Main Line, intended to protect, and which, so far from yielding a revenue, had always proved really a heavy source of expense annually to the Commonwealth, has been sold by the State, and bought by the Railroad Company. It, of course, therefore no longer needs protection, though wholly unprofitable to its present owners, and the reason for the tax having ceased, the tax itself should be removed.

Further, the Company are willing to pay to the Commonwealth taxes on their property, and franchises to the same extent, and in such manner as will place their works upon an equality with similar improvements; they desire to be placed upon this equality in order to be able to transport as cheaply as others, and to make their property more beneficial to the public than it can be whilst burthened with a tax so heavy as to prevent, to a great extent, the proper development of the resources of the State.

Fifth. The removal of the tonnage tax is required by the purest good faith. At the time of the purchase of the Main Line by the Railroad Company, the then Executive of the Commonwealth pledged his good faith, and so far as he was able, that of the State, for the repeal of the tax, and, in consequence of this pledge, earnestly recommended its repeal in his annual message of January 1858.

Without this pledge, the Company would not have bid for the works. They did purchase, relying on the good faith of the Commonwealth for the repeal of the tax, in accordance with this pledge of the Government, giving for the property much more than it was worth to the Commonwealth or any other party.

Sixth. The reduction of rates for transportation, as required by the provisions of the bill, will aid in the development of the resources of the State, and, of course, increase the value of real estate—thus directly benefitting the citizens, and improve the taxable values of the Commonwealth.

Seventh. The distribution of loans, as proposed in the bill, will enable all the roads (amounting in all to more than 230 miles,) referred to, to be completed within a reasonable time, and thus add much to the taxable value of property in the regions of country that will be benefited by developing their resources.

The prosecution of the work will give immediate employment to several thousand workmen, and require large quantities of iron and other material necessary for construction, and it is believed that no other plan can be adopted for the speedy development of the resources of the Commonwealth, which will yield to the State so large a return for the concessions asked for in this bill.

Eighth. The fourth section of the bill provides for the more speedy extinguishment of the debt due the Commonwealth for the Main Line. It provides for the payment of the entire debt and interest by the 31st day of July, 1860. Whereas, under existing laws and contracts, the amount due the Commonwealth, July 31st, is four million three hundred thousand dollars. The payment of principal, as proposed, together with the difference in interest, to the Commonwealth, combine advantages too great and too manifest to require argument.

The Result in Virginia.

The Baltimore American, which has throughout this secession controversy used its influence in behalf of the Union and has been largely instrumental in preventing Maryland from taking immediate steps to separate from the Union, uses the following language in reference to the Virginia election. It is worth while for our people to consider the deep significance of these sentiments, coming as they do from a leading representative of the most moderate and most conservative portion of the Southern people.

Enough is known of the Virginia election to indicate with apparent certainty the temper of her people. It will be remembered that the geographical position of this glorious Old State is alone sufficient to give peculiar importance to her voice and counsels in the present crisis. Excepting Maryland, there is no slave State in the Confederacy, where vital interests are more directly mixed up with the settlement or prolongation of this controversy—which has at last reached a climax—than the Old Dominion. She has a wide and indefensible border on the separating line, and she has been one of the largest losers by Northern fanaticism. Whatever protest may be urged in favor of secession by any one, or all of the Gulf States combined, it is past all controversy that Virginia has more wrongs to redress than all the seceding States put together.

Under these circumstances, the influence of her latest vote cannot well be overrated. Her Commissioners to the Peace Congress meet the representatives from the Northern States with fair demands; they are instructed to state her wrongs plainly, and to demand the acknowledgement of her rights firmly. And the emphatic endorsement, written on the back of her resolutions—which resolutions include terms of settlement satisfactory to all her sisters on the Southern border—is this last avowal of her unflinching loyalty to the Union.

We do not see how it is possible for the North to resist the appeal. The grand old warrior does not dash his gauntlet in the face of his unfaithful kinsman. But while he acknowledges and claims brotherhood with those who have done him much injustice and injury, he plainly enough insists upon a fair settlement. He does not talk any balderdash about the "haughty roar of his cannon," but he asks for a peace treaty in definite terms, and in tones that will not be misunderstood. He is great enough to dispense with threats and bluster, because he has not, at this late day, to earn a reputation for knightly prowess. It is impossible that this appeal should be made in vain.

Notice in connection with this Virginia election, the gentlemen who have been defeated at the unconditional secessionists; those whose policy, all summed up in the single scheme of separate and "severing" State action. Among them there might be found some whose plans looked to a reconstruction of the Union upon a new basis, as it is impossible to say how far human madness may not go. But the delegates elect on the other hand, are not unconditional Union men. If the Northern politicians should fancy that this result is a practical submission to unwarranted wrongs, for the sake of peace and Union—a quiet acceptance of evils that may not be averted by secession and war—they will make a fatal mistake. In common with all her sister States, whose interests are identical with her own, Virginia desires to adhere to the unconditional Constitution about whose provisions and compromises there shall be no sectional discussions. There could never be a fairer opportunity offered for the Northern States to cement such a Union as all these border States will stand by for all time. And there could not be a more fatal perversion of a glorious opportunity than for the Free States to misconstrue this pacific overture.

IMPORTANT BY TELEGRAPH.

Five New York Vessels Seized. SAVANNAH, Ga., Feb. 9.—The State authorities, under direction of Gov. Brown, seized five New York vessels yesterday, as follows: Brig W. R. Kibby, brig Golden Lead, bark D. Colden, bark Murray, schooner Julia Hallack.

CHARLESTON, Feb. 10. A dispatch from Savannah, received to-day by Gov. Pickens, states that the New York vessels seized by the Georgia authorities were released on the announcement from New York that the muskets seized at New York had been given in charge of Mr. Lamar.

WASHINGTON, Feb. 8. A company of dragoons arrived here yesterday, and a body of marines came in this morning. With these additions the available military force now stationed in the district numbers about eight hundred men. Gen. Scott is energetic in his preparations for the defence of the capital.

The Morrill Tariff Bill. WASHINGTON, Feb. 10. Judge Douglas has announced that, while he does not like that provision in reference to the warehousing system, he will vote for every clause in it that looks to the protection of the interests of Pennsylvania.

Tennessee Overwhelming for the Union. The election for delegates to the Tennessee Convention, called by Gov. Harris, took place on Saturday. Sufficent returns have been received showing that Andrew Johnson, and the patriots who co-operate with him in the House, Emerson Ethridge, Nelson, Brabson, Quarles, and others, have been splendidly sustained. It does not always happen that they who fight the offices of an honest public man do all the voting.

The Peace Congress.

The Crittenden and other measures of compromise proposed by Congress have been under discussion, and several new methods of adjustment have been proposed—one by Mr. Guthrie, and another by Mr. Beverdy Johnson—but it is not likely that any result can be attained for several days, though it is extremely probable, as things now look, that it will end favorably.

The Confederate States of North America.

A Provisional Government Established.—Hon. Jeff. Davis Elected President.—Hon. Alex. H. Stephens, Vice President.

MONTGOMERY, Ala., Feb. 9. The Congress last night, in secret session, unanimously agreed on the Constitution and the creation of a Provisional Government. A strong and vigorous Government will go into immediate operation, with full powers and ample funds. No proposition for compromise or reconstruction will be entertained.

The Convention proceeded to the election of the Executive officers of the new government, with the following result: For President of "the Confederate States of North America," Hon. Jeff. Davis received the unanimous vote of the Convention.

For Vice President, Hon. Alex. H. Stephens was elected.

FROM WASHINGTON.

(Special Despatches to The Press.)

WASHINGTON, Feb. 8.

Speech of Mr. Kellogg, of Illinois, made a most conciliatory and able speech in the House this morning, in support of the propositions offered by him in the House several days ago. When he declared himself ready to cut loose from party, and unite with his Colleague (Mr. McClelland) in saving the Union, that gentleman, who has heretofore been his political enemy, took his hand, and this striking incident brought down the galleries in a perfect storm of applause. Mr. Kellogg's speech is regarded here as most important, inasmuch as he but lately visited Mr. Lincoln, and is one of the representatives of the President elect in the popular branch of Congress.

MR. KELLOGG'S REMARKS.

Mr. Kellogg, of Illinois, said that if the country were to save parties and platforms must be sunk and buried in oblivion. He cared for no party and no platform in the face of the momentous crisis before them, and his principle of action in this dread emergency, would be that the Union must and shall be preserved, no matter at what abandonment of party or platform, so long as there would be no permanent injury to the country and no permanent injury to the South. The question at issue were such as might easily be settled, if they were approached with deliberation and calmness, and with feelings free from the trammels and prejudices of party. Let this be done, and peace and harmony would be once more restored to the distracted country. Revolution, unfortunately, is a factitious issue, and the only way to have withdrawn their light and arms from the field, and to return as legal States—to set in that darkness forever which disloyalty to truth and freedom must ever engender. The time has come when all men, North and South, must combine to save the Union, sinking out of sight, for the time at least, all abstractions which had hitherto prevented them from doing so. Let them do this, and the sun would not rise and set five times until peace was restored. Harmony will once more spread her wings over this great nation, and still the glorious old stars and stripes will wave as bright and free as ever, not a star erased, not a line tarnished on the brave old flag. [Applause.] What are the duties of the Government, and whence did they spring? The real difficulty was not as to the return of fugitives from labor; for in his State, and in all other States where the question had been tested, every facility had been given to the execution of that law. Mr. Lincoln had declared in one of his speeches that the South was entitled to an efficient fugitive slave law. How, then, would they establish any charge upon this? No, it was a mere bagatelle, and had really nothing to do with the present difficulties, which threaten the disruption of the Union. The question was one of solution. The difficulty has arisen from a conflict of opinion between the people of the North and of the South relative to the institution of slavery; the one believing that it was a blessing to the slave—and a benefit to the master, while the other, the North, were taught to regard it as a moral and political wrong; and as this conflict of opinion would continue to exist as long as the Government shall last. Fifty years ago it was generally conceded, South as well as North, that slavery was wrong; but since then the education and political training had greatly changed the current of men's feelings with regard to the question, and now the opinions of the people cannot be changed. They might legislate till the tide ceased to flow, and yet the South would believe that slavery was right. They might legislate all the sun grew tired of his course, and yet the Northern mind would retain the belief that slavery was a moral and political evil. This was a subject on which it was useless to legislate. Now, the proposition introduced by him, several days ago, was to amend the Constitution, as our fathers have before us. How was the question in 1820 settled? A remedy was at once applied. A line was drawn between the slave and free States, saying that north of that line slavery should not be, but south of it slavery might exist. The result was that peace was restored to the country—an undisturbed peace of thirty years—during which time the country devoted itself to the development of their natural resources. He further explained his proposition, believing it would be the opinion of the American people in six months. He did not talk to politicians; they are joined to their idols—let them alone.

In further response to a question, he was for his country in all its parts. He did not care whether his proposition was found in the Breckinridge, Douglas, or Republican platform, or any country. [Applause.]

An Act for the Commutation of Tonnage Duties.

Whereas, by a provision of the act to incorporate the Pennsylvania railroad company, approved the thirteenth of April, eighteen hundred and forty-six, and supplement thereto, approved the twenty-seventh of March, eighteen hundred and forty-eight, a tax or duty was imposed on all tonnage loaded or received at Harrisburg, Pittsburg, and intermediate points, and carried over to the railroad of the said company more than twenty miles, which said tax was intended to compensate for any probable diminution in the receipts of the Main Line of the public works, (then owned by the State,) by reason of the construction and operation of the said railroad.

And whereas, it was provided in the third section of the act for the sale of the Main Line of the public works, approved the sixteenth day of May, eighteen hundred and fifty-seven, that if the Pennsylvania railroad company should become the purchasers of the said works, the said company, in addition to the sum of seven millions five hundred thousand dollars, (\$7,500,000) the price limited by the said act, should pay to the Pennsylvania railroad company, five per cent, bonds of the company, and that thereupon the said company, and the Harrisburg, Portsmouth, Mount Joy, and Lancaster railroad company should, in consideration thereof, be discharged by the Commonwealth forever from the payment of all taxes upon tonnage or freight carried over said railroads, and the said Pennsylvania railroad company should be released from the payment of all other taxes or duties on its capital stock, bonds, dividends, or property.

And whereas, it was subsequently decided by the Supreme Court of this Commonwealth, that while the Legislature had full authority to repeal the provisions of the said act, by which the general revenue law of 1820, inasmuch as part of the said last-mentioned section in the act for the sale of the Main Line placed all the property of the said company beyond the reach of the taxing power, it was therefore, that act, unconstitutional and void.

And whereas, it was the clear intention of the Legislature, by the said act for the sale of the Main Line, in case the said Pennsylvania railroad company should become the purchaser of the same, to exonerate and release the said company from further liability for the payment of the said tonnage tax, and for the additional consideration therein named, all other taxes; and as the said tonnage tax now falls directly on flour, grain, cattle, iron, minerals, and other domestic products, transported on one line of improvements, the said similar products, transported on other lines are exempt from the same, and as the reason for the imposition thereof ceased to exist on the sale of the works it was intended to protect, the right of the State any longer to demand the payment of the said tax is denied, and said demand has led to the litigation between the State and the company, and will probably involve the Pennsylvania railroad citizens of other States, to the injury of the said citizens.

And whereas, the said company has proposed a compromise and final settlement of the question, by paying into the Treasury, in commutation of the said tonnage tax and in discharge thereof, such additional sum semi-annually, over and above the instalments of principal and the interest on its debt to the State, as may be required to make said payments equal to four hundred and sixty thousand dollars (\$460,000) annually, until the year eighteen hundred and ninety, at which time the entire balance of the principal and interest shall be paid in full; and by paying, also, in addition to the said semi-annual instalments, all other taxes on their property to which they may hereafter be made liable under the general revenue law of 1820, and agree to make reductions for transportation of local trade, as hereinafter provided, and to aid, also, in the construction of certain lateral railroads, the completion of which is essential as a means of facilitating the settlement and improvement of valuable districts of the Commonwealth yet undeveloped.

And whereas, in the opinion of the Legislature it is expedient to accept the said proposition, and to relieve all agricultural, mineral and industrial products, and other property passing over any railroad, canal or slack-water navigation in this Commonwealth, from the payment of tonnage tax or duty to the State; therefore,

Sec. 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same, That a majority of the directors of the Pennsylvania railroad company, who, for the purpose of this act are hereby vested with all the authority, shall at a meeting called for that purpose, resolve to accept the provisions of this act, and shall authorize the execution of a written contract under its corporate seal with the Commonwealth of Pennsylvania, to pay into the State Treasury on account of its indebtedness to the Commonwealth, by reason of the purchase of the Main Line of the public works, on the thirty-first days January and July in every year, until the thirty-first day of July, eighteen hundred and ninety, inclusive, such sum, in addition to the interest on its bonds owned by the State, and in addition to its annual liability to the State on account of purchase money for said line of improvements, as will increase each semi-annual payment on account of said debt and interest to the sum of two hundred and thirty thousand dollars (\$230,000) and the aggregate of all such payments to the sum of thirteen million five hundred and seventy thousand dollars, (\$13,570,000), and shall agree to pay, on the said thirty-first day of July, eighteen hundred and ninety, into the treasury the balance then unpaid of the principal and interest of said bonds, and shall further agree to reduce its local charges for the transportation of grain, flour, cattle, iron, minerals and other property, as hereinafter provided; and if the said company shall in the manner aforesaid, on or before the first day of July next, make and enter into with the Commonwealth and Pennsylvania a written contract to that effect, and shall on or before said day deliver the

same to the Commonwealth, by depositing the same in the office of the Auditor General, then and in such case, and in consideration thereof, the Commonwealth of Pennsylvania shall not, at any time hereafter lay, impose, levy or collect any tax or duty upon, or in respect to freight or tonnage passing over the said Pennsylvania railroad, or the Harrisburg, Portsmouth, Mount Joy and Lancaster railroad, or any part of them, or either of them, unless a like tax shall at the same time be imposed on land or levied upon all other railroads or slack-water companies of this Commonwealth; and all laws imposing taxes or duties upon freight or tonnage upon the railroads, canals or slackwater navigation companies, for the use of the Commonwealth, be and they are hereby repealed, and no further or other proceedings shall be had or taken on the part of the Commonwealth to enforce the collection of any tax or duty, or obligation given therefor, or judgment recovered, or obtained in pursuance of any existing laws on tonnage carried or conveyed on the railroad of said Pennsylvania railroad company, or on that of any other company incorporated by this State; and the said companies shall be, by the proper officers of the Commonwealth, exonerated, released and relieved from every lien and liability to the State on account thereof.

Sec. 2. That from and after the passage of this act, all railroad, canal and slackwater navigation companies incorporated by this State, and liable for the payment of taxes or duties on tonnage, imposed by any laws heretofore enacted, shall make a reduction of their charges for transportation on their local freight, as fixed by their respective toll sheets, on the first day of February, one thousand eight hundred and sixty-one, equal to the full amount of the tax or duty chargeable upon such freight or tonnage by the laws aforesaid; the present Winter Rates between first day of December and the first day of May, shall be considered as fixed at 90 cents per 100 lbs. for second class, 60 cents per 100 lbs. for third class, 40 cents per 100 lbs. for fourth class; Summer Rates between the first day of May and the first day of December in each year, shall be 75 cents per 100 lbs. for first class, 60 cents per 100 lbs. for second class, 50 cents per 100 lbs. for third class, and 40 cents per 100 lbs. for fourth class, on all tonnage carried between Philadelphia and Pittsburg, and a failure on the part of either of said companies to make such reduction, shall render the company so neglecting liable to the Commonwealth for double the amount of the tonnage tax heretofore chargeable against them; and every such company shall, within thirty days after the passage of this act, under a like authority, file in the office of the Auditor General, before the oath of the President or other proper officer, a toll sheet of their rates of charges for transportation of local freights, upon the first day of February, one thousand eight hundred and sixty-one, accompanied by a statement of the reduction to be made in pursuance of this act, and the said rates as so reduced shall be the highest rates of such freight and tonnage by any company accepting the provision of this act. Further, the Pennsylvania railroad company shall not at any time charge or collect rates on any description of freight from any eastern or seaboard cities to Pittsburg, higher than the gross rates charged or collected from same points to any point west of Pittsburg. Nor shall the said Pennsylvania railroad company at any time charge or collect rates on any description of freights from Pittsburg to Philadelphia, Baltimore, New York or other seaboard cities, higher than the gross rates that may be charged from any point west of Pittsburg, to the same points on the same description of property. The local rates from Pittsburg to Philadelphia on the line of the Pennsylvania railroad shall at no time exceed the gross rates charged through between Philadelphia and Pittsburg; nor shall local rates between any two stations on the road between Philadelphia and Pittsburg exceed the through rates as made from time to time under the provisions of this act, nor shall the rates charged to any local point exceed those charged to any point of greater distance in the same direction from the place of shipment. And further, all shippers of western products, under through bills of lading, from any point west of Pittsburg, by river to Pittsburg, to seaboard cities, shall have the privilege of depositing their property at Pittsburg, by giving timely notice, before its arrival at that point, to the transfer agents of the Pennsylvania railroad company, and by delivering up their through bills of lading, thus releasing the Pennsylvania railroad company from all liability on account thereof. If the property is not sold at Pittsburg, the owner, consignee or shipper of said property shall have the right to deliver the same to the transfer agency of the Pennsylvania railroad company at Pittsburg, and forward the same within ten days after its arrival at Pittsburg, under the conditions and rates of the original through bill of lading.

Sec. 3. That the Pennsylvania railroad company shall be liable to taxation for all State purposes, and the said company shall pay the same rate of taxation which is now, or may hereafter, be imposed by any general law operating upon all other railroad companies incorporated by this Commonwealth. The semi-annual instalments of the said sum of Thirteen Millions Five Hundred and Seventy Thousand Dollars, (\$13,570,000) and the balance of the said debt and interest, as herein provided, are hereby pledged to the payment and extinguishment of the principal and interest of the funded debt of this Commonwealth, and to no other purpose whatsoever.

Sec. 4. That for the purpose of developing the resources of the State, the Pennsylvania railroad company is hereby authorized and required to loan a sum equal to the tonnage tax accrued on said road between the twentieth day of July, 1858, and the passage of this act, to the Chartiers Valley railroad company; the Pittsburg and Steubenville County railroad company; the Fayette County railroad company; (between Greensburg and the Youghiogheny River); the West Pennsylvania railroad company, (between Blairsville and Butler); the Ebensburg and Crescon railroad company; the Bed-

ford railroad company, between Hopewell and Bedford; and the Tyrone and Clearfield railroad company, and the Phillipsburg and Waterford railroad company, (between Phillipsburg and Brookfield); the Tyrone and Lock Haven railroad company; the Millin and Centre County railroad company, (between Lewistown and Roodsville); the Chambersburg and Allegheny railroad company, (between Chambersburg and the point of connection with the Bedford railroad near Hopewell); or their successors or assigns, in sums proportioned to their respective lengths between the above designated points, by purchasing their bonds respectively from said companies, payable in twenty years, with interest, payable semi-annually, secured by a first mortgage created for the purpose on their property, real and personal, and franchises, and to be acquired by the said companies are hereby respectively authorized and empowered to create and issue such bonds, and secure the payment thereof by such mortgages, by and with the consent of a majority of their respective stockholders present at a meeting to be called for that purpose, of which notice shall be given, as provided by their charters or by laws, respectively, of this Commonwealth, and the mortgages given to secure the same shall not exceed in amount the sum required for the cost of the superstructure of bridges, the rails, cross ties, chairs and spikes, and laying the track of the said roads respectively—and the proceeds of all the said bonds so secured, shall be exclusively applied to the said purposes—

And the said purchases of bonds shall be required to be made of each of the said companies in instalments after sections of said roads, respectively, of the length of five miles from each end as hereinafter designated, shall have been duly and properly graded, and the masonry completed, and after the said grading and masonry shall have been approved by a competent civil engineer appointed by the Governor for that purpose—and who shall be paid for his services by the said companies receiving aid under the provisions of this act—and when each section of five miles so graded from each such end of the said roads respectively, shall have been so completed, and such certificate so given, then the pro rata proportion of the said bonds shall be purchased, and so continued from time to time until the amount payable to the said companies shall be exhausted—and the sum paid upon the completion of the said sections as aforesaid respectively, shall be exclusively appropriated and be used for the 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