

Immigration Changes. For a few years past, a remarkable diversity has been observable in the character and nationality of the vast tide of foreign immigrants that continues to pour in upon our shores through the channels of New York.

Terms of Subscription. Advance, in 3 months, \$2.00. In 6 months, \$3.50. In 1 year, \$6.00. Single copies, 10 cents.

Dr. J. P. Burchfield, M.D., Surgeon of the 3rd Reg't, Pennsylvania Volunteers, having returned from the Army, offers his professional services to the citizens of Clearfield county.

Dr. T. Jefferson Boyer, Physician and Surgeon, Second Street, Clearfield, Pa. Having permanently located, he now offers his professional services to the citizens of Clearfield and vicinity.

Jefferson Litz, Physician and Surgeon, HAVING located at Clearfield, Pa., offers his professional services to the people of that place and surrounding country.

J. H. Kline, M.D., Physician and Surgeon, HAVING located at Clearfield, Pa., offers his professional services to the people of that place and surrounding country.

Herd & Co., Land Agents, Philadelphia, Centre County, Pa. Real Estate of all kinds bought and sold.

Charles Schaffer, Lager Beer Brewer, HAVING received Mr. Estey's Brewery he hopes by strict attention to business and the manufacture of a superior article of BEER to receive the patronage of all the old and new customers.

Thos. S. Washburn, Scaler of Logs, Cien Hope, Clearfield County, Penn'a. This scaper has devoted much time and attention to the SCALING OF LOGS, and takes this method of offering his services to those who may need them.

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Who will care? When we lay beneath the daisies, And the long grass o'er our faces, Lays its fingers damp and cold, When we sleep from care and sorrow, And the life of earthly life— Sleep, to know no more— With its lightning of strife— Who will care?

Who will care? Who will come to weep above us, With soft white and still, With an angel's power that will, With an angel's power that will, To new life, glad and tender, Fall or ready, rich and sweet, And the world is clad in splendor, That the years shall 'er repeat— Who will care?

Who will care? Who will think of white hands lying On a still and silent breast, Nervous to know of sighing, Evermore to know of weeping, Who will care? No one can tell us, But if rest and peace befall, Who will care? Who will miss us not at all? Not at all!

REMARKS OF HON. WILLIAM A. WALLACE, In the Senate, March 16, 1870, On the bill entitled "An act to facilitate and secure the construction of an additional railway connection between the western States, Canada and the northern States, by extending the aid and credit of certain corporations to the Jersey Shore, Pine Creek and Buffalo railroads, and other companies."

Mr. SPEAKER: I would be glad to escape the responsibility that is thrown upon me by the bill that is under consideration; it would have pleased me much had I been spared the necessity of meeting the issue that now confronts me; but, sir, as a representative of the people of my native State, may more, sir, as a representative of a section of the Commonwealth which up to this hour lies waste and undeveloped, I feel it to be my sworn duty to come to you, Senators, and ask you to survey the field that you have within your borders for the employment of your idle means, and to examine the power and opportunity you now have to make the wilderness blossom like the rose; and in order that you may do what you can, under your organic law, to give wealth and power to the people, and population and taxable values to the Commonwealth.

When I contemplate the magnitude of the issue before us, I hesitate to meet the responsibility, but I cannot evade it, in view of the fact that I am a representative of a people who labor under different disadvantages for the want of that which you can give them without doing violence to yourselves, and without taking a dollar from the Treasury of the Commonwealth, as I firmly and honestly believe.

Let us examine this bill. I shall endeavor to discuss this question dispassionately and calmly, and then permit the Senate to determine, as to their beliefs. The bill before us provides, in the first section, that the six millions of bonds of the Pennsylvania Railroad Company, now in the Treasury of the Commonwealth for application to the Sinking Fund, shall be delivered to the Jersey Shore, Pine Creek and Buffalo Railway Company, to be used in the construction and completion of that railroad, when a guarantee for the construction and completion thereof shall be furnished to the commissioners of the sinking fund, and when they file their bonds, to be secured by a first mortgage with a like amount of interest, and payable in like manner, but it postpones the payment for the period of four years, in order that the road may be completed. When this shall have been done, the commissioners of the sinking fund are directed to deliver to this railroad company these bonds. The second section also provides that the three millions and a half of the Allegheny Valley Railroad bonds, also in the sinking fund for application to the Sinking Fund, shall be taken and applied, \$1,500,000 thereof to the completion and construction of the Pikesburg, Virginia and Charleston Railway to the Southern State line; \$1,400,000 to the completion of the Clearfield and Buffalo Railway to the Northern State line, or very near to it; and \$500,000 to the completion of a branch of the Erie and Allegheny Railway, in order to make a wide gauge connection between the Atlantic and Great Western Railway and the harbor of Erie. These bonds are also to be replaced by a second mortgage bond given by these respective companies. These Allegheny Valley Railroad bonds are second mortgage bonds. When these guarantees for the completion of these roads are all filed, and not until then, the commissioners of the sinking fund are directed to deliver the securities. This is, in effect, what the bill provides. The securities to be taken from the sinking fund, it is scarcely necessary for me to repeat, come from the proceeds of the sale of the public works. The three millions and a half of the Allegheny Valley Railroad bonds were transferred to us last year from the Philadelphia and Erie Railway Company; we exchanged the security in order that we might secure the completion of the Allegheny Valley Railway and so as to make a low grade railway connection between the east and the west; they were guaranteed and are now in the Treasury of the Commonwealth for application, and are good marketable securities. Last year we initiated the policy we are now attempting to continue. It is sought now to secure the completion of three new lines of railway in undeveloped sections by the use of the securities of the Commonwealth.

Let me glance at the country to be developed by these railways. In the first place, the Jersey Shore, Pine Creek and Buffalo railway aims at a connection with the Buffalo and Washington railroad at the Northern State

line, and makes a connection between Buffalo and Philadelphia eighty miles shorter than the line of connection between Buffalo and the city of New York, by the New York and Erie railroad. It is well known that the port of Buffalo is the largest receiving port for grain upon the lakes. This bill proposes to reach for that immense traffic, and create a line of railway so as to pour that immense trade through our northwestern borders and enrich the cities and commercial centres of our State. It proposes to bring to us taxable values in the shape of increased value of real estate, of increased population and of increased railroad tonnage. It proposes to debouch upon the shores of the Delaware the immense traffic that now goes into the lap of Buffalo, and the hope of this result is founded upon the natural and inevitable law of commerce and trade; that railroad traffic will find the shortest lines and easiest transportation. Here are the direct and short lines and the most easy mode of transportation. Where is the citizen of Pennsylvania who is unwilling to aid in bringing to her wealth and commerce? Who is the Senator so recreant to his duty and so false to his oath as to permit the States north and west of us to absorb this immense trade through his neglect? So far as I can I will endeavor to pour into the lap of the Commonwealth I love the aid and commerce that shall make her great and populous. This is one of the purposes of this bill. This line of railway connects with the Philadelphia and Erie and the Northern Central railway, and through them with the leading railroad and with the Pennsylvania railroad at this city, by a direct line of communication. It also connects with all that net work of railroads upon which is transported the coal of our anthracite coal region, and which carry that coal westward and northward, and give to this line the immense tonnage that now finds its way north and west by the New York system of railroads.

Here again we aim at securing an immense amount of transportation and of tonnage which justly belongs to us, and which will swell our coffers, and which they are now reaping. One of the lines named in the second section of this bill reaches up the Monongahela Valley to the State line in Fayette and Greene counties, and carries its commerce to our western city of Pittsburgh, and thus brings increased values and increased tonnage for taxation to the Commonwealth. Then we have a second branch of the Buffalo and Washington road, running to the very heart of the bituminous coal field of Pennsylvania; it carries that coal to a market; as it now lies, it is undeveloped and will be until you allow it to be brought into direct communication with its natural markets. The market for that coal is in the north, at Buffalo and Lake Ontario. Sirs, this is a line of railway the value of which can scarcely be over-estimated.

I do not think it necessary to attempt to portray here to-night the character of the country through which these lines of railway penetrate. There is not within the Commonwealth of Pennsylvania a country so rich in minerals as is reached for by these great arteries; there is nowhere so large and valuable a coal field as there exists; it only seeks the means of transmission to a market in order to swell your riches and vastly increase your population in the northwest and in the south-west. I said last year, when a kindred subject was under consideration, that "upon the route I have described, and bedded in the hills which border the valleys of Bennett's Branch and Sandy Lick, in the counties of Clearfield and Jefferson, easily attainable and most desirable in its character, exists the finest body of bituminous coal within the State."

I now turn to the question of our right to exchange these securities, for this is clearly prohibited by the Constitution if it is for me, as it should be for all, an end of the proposition. The Supreme Court in Grants vs. The Commonwealth, 5th Wright, has distinctly recognized our right to transmit these bonds and to change the securities for their protection. If we have the power to do this, it involves the admission of our discretion in the premises, and this one granted, it necessarily follows that we can exercise that discretion at our will, so far as the securities or evidences of the debt are affected, always responsible for the application of the proceeds to the payment of the public debt.

The mode of development indicated in this bill is the best and most economical that we can adopt or ever have attempted to adopt. There is no money taken from the Commonwealth; the people are not taxed to make this development; it enriches all, yet taxes none; it returns to the State Treasury with a trifling change, all of these securities; and by their use we secure the development of three sections of the State which have yet been untouched; there is no mode that can be devised so wise and fair as this one, if we possess the power, which I have already argued we do possess. A system of public works by the State inevitably brings to its train a crowd of hungry contractors, who, like the horse leech, continually cry give! give! In this mode we have no crowd of corrupt and dishonest officials; no never-ending claims for damages always payable; but we have in their room the simple transmission of our securities, the Commonwealth protected, and all these great interests of the people subserved.

But, sir, I have no doubt it will be argued that capital should build these railroads and find their profits. We, sir, of the northern tier of counties are poor, isolated and cut off from communication with you, the rich and populous. We have been struggling to make our way out to you, and to bring our mineral and agricultural wealth in communication with you. We find ourselves unable to effect it, and come to you and ask you to help us. The State is interested in this; she has the great mo-

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My Senators, these proceeds of the sale of the public works were put into the sinking fund; so, too, were the proceeds of bank charters and dividends; they were put in precisely as were the proceeds of the sale of the public works, but until the money is realized upon the securities, they are not in the sinking fund, and cannot be applied to the payment of their very terms, mean, not security, but a sum of money. The plain interpretation is an aggregated sum of money ready for application, and until this money is in the sinking fund we have control over the evidences of debt for its protection and direction. We cannot divert the funds from their ultimate purposes, but we have the control of the securities from which the moneys come. We dare not destroy the security or detract from the amount of them; we cannot take them out; but we can make the security of the Commonwealth better. This was done in 1861, and the Supreme Court passed upon it, and in their opinion they say the fund consists of the money realized, and not of the evidences of debt therein.

If the sinking fund be the money realized from the securities, until they are realized, I can find no prohibition upon the legislature to exercise its discretion for the benefit of the people in the management and control of these evidences of debt, provided the proceeds be sent to pay the indebtedness of the Commonwealth.

Mr. Billingfield. I would like to know who has charge of those bonds; are they not lodged in the hands of the commissioners as a part of that fund?

Mr. Wallace. Undoubtedly, but until the money is realized they are not a part of that fund within the meaning of the law; a security is not money; a fund consists of money. Whenever the money is realized, the proceeds of the securities become a part of the sinking fund, and must go to the payment of the debt.

Mr. Billingfield. I differ in that respect from the Senator. Mr. Wallace. Any other argument than I make necessarily prevents us touching the securities, although they may become in danger. Although it may be the plainest necessity to change them, if the argument of the Senator be correct, then we cannot touch them in case of danger, for if we have no discretion in one case we have none in any. Concede the power for any purpose and it is plenary for all. The securities are the mere evidences of the indebtedness and are not the fund within the meaning of the Constitution.

But, sir, beyond all this lies a higher question. We are to construe the amendment of 1857 in a narrow and liberal spirit? No, sir; in construing that enactment a broad and statesmanlike policy is to be incited. When the greatest interests of a great Commonwealth are at stake, how narrow and illiberal is that view of her organic law which inevitably tends to prevent her development!

Upon a question of this magnitude it is to be construed broadly and in a statesmanlike manner, and not narrowly and technically. We are not denied the right to exercise this power. We must determine between a narrow and illiberal and a broad and comprehensive view of our duty as legislators. Shall we be controlled by our prejudices against individuals or against corporations? I am for the broadest and most enlarged policy upon this subject that we can attain. I labored earnestly last year in advocacy of this policy, and I hope to see it carried into effect.

I take this responsibility, knowing precisely what it is. I understand all the narrow prejudices that surround this question; but, sir, I am willing to take the responsibility that may come to me for my share in meeting frankly a question that looks to the development of my native State, that looks to bringing towns and villages and cities, and a teeming population, and a fair treasury to its feet.

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But it is said it postpones the indebtedness. It does whilst the roads are being built. Is this a terrible thing to the Commonwealth, in view of the fact that we are developing her territory?

But say, Senators, the State now gets \$400,000 annually, whilst by this bill she will get but \$200,000, and that thereby the State is seriously injured. If the argument of Senators upon the question of the right to touch these securities be worth anything whatever, this position is most inconsistent therewith, for the fact is patent that the act of 1857, by which the terms of sale of the main line were fixed, is almost identical in terms with the provisions of this bill. If we have no power under the terms of the Constitution to change the security given for the purchase of the main line, how comes it that now we are receiving \$400,000 instead of but the interest on the \$6,000,000 yet unpaid at 5 per cent, and \$100,000 annually? If we have no power to change the time and manner of payment of the moneys arising from the sale of the public works, how happens it that we do not hold these debtors by the very letter of their bonds given under the act of 1857 and now remaining in the treasury. The only answer to this question is that the legislature of 1857 changed the time and manner of payment by an arrangement with its debtors, and agreed to receive the money faster than the terms of the sale provided. If they could do that in 1861, is it not competent for this legislature to remit the debtors to the terms of his original contract, especially in view of the facts that the provisions of the Constitution, of the act for the sale of the main line and of the securities now held by us all contained in this bill, with the single exception of postponement of the annual payments for five years? The act of 1861 was the exercise of a legislative discretion. The act of 1870 is no more. We violate no constitutional right or provision in remitting the parties to their original contract. Go to the treasury and read the bonds you hold as you will find that the last one matures in 1864. So also does the last payment under this bill.

I may be permitted to say that so far as the line of railway contemplated through my district is concerned, I own not an acre of land between the point of junction and the New York line, but I seek the interests of the people I represent, and I know I faithfully reflect their sentiment in supporting this measure.

An implied charge of corrupt legislation is made in regard to this measure. I have taken my position and as forcibly as I could have endeavored to maintain it. I fear none of the implications or insinuations that may be or have been made, but upon this measure as upon all others that have come before us since I have had the honor of a seat here, I have endeavored to perform my duty faithfully to my constituents, and to the best interests of the Commonwealth as it is given to see those interests.

The implication, too, does gross injustice to the far-seeing and sagacious men who control and direct the policy of our great corporation. I do not hesitate to affirm that their peers in ability in their vocation cannot be found within the nation. Nay, more, sir, their reputation and that of the great road they have made are equal and world-wide, and as Pennsylvanians we can with honest pride point to these men, sons of our own soil, as unequalled and unequalled for breadth of view, for sagacious foresight and for skillful management of enormous interests.

Now, Senators, I have done. We come to you and beg you to remember that our people have a claim upon the State we all love and serve. We beg you to remember that the soil and its products, and its minerals are the only sources of wealth, and that with you lies the power to bring them forth. We beg you to remember that to you and to the Commonwealth we seek to bring no loss. In giving us what we seek you impoverish not yourselves but make us richer.

We are weak and unable to stand without your aid. We are isolated and embarrassed; all us to stand erect and from being weak we will become strong, from being infants needing aid, we will become giants, and will with the arms of giants throw back in the lap of our State riches ten fold greater than those you now grant as a loan.

Let me turn briefly to the objections of the Senator from Columbia [Mr. Bucklewell]. He affirms that this takes six millions from the sinking fund contrary to the Constitution. We cannot take anything out if it was never put in. The power to transmit these securities has been recognized by the Supreme Court. We cannot divert the assets when realized from the payment of the debt, but our discretion as to the evidences of debt is ample. Whilst it is true that the Pennsylvania Central is a wealthy corporation, the Commonwealth has not a dollar of lien upon any portion of that road except from Columbia to Philadelphia. The security is unquestionably good, but that which this bill will give us is equally good for its amount.

It is argued that these roads are unfinished and that there is no certainty that the ultimate security will be good, and that it is an exchange of good securities for a doubtful one. The bill ensures their completion. We have in all the past had people who doubt that there was anything good in telegraphs, canals and railroads or that healthful progress could be made, but I have shown by figures that cannot be gainsayed that in the past ten years railroads have grown to be worth to us a large sum of money. Any man who looks at this question of State development in the light of the past must come to the conclusion that I have come to, that these railroads, when completed and their

bonds filled, will be ample security for the debts of the State. But it is said it postpones the indebtedness. It does whilst the roads are being built. Is this a terrible thing to the Commonwealth, in view of the fact that we are developing her territory?

But say, Senators, the State now gets \$400,000 annually, whilst by this bill she will get but \$200,000, and that thereby the State is seriously injured. If the argument of Senators upon the question of the right to touch these securities be worth anything whatever, this position is most inconsistent therewith, for the fact is patent that the act of 1857, by which the terms of sale of the main line were fixed, is almost identical in terms with the provisions of this bill. If we have no power under the terms of the Constitution to change the security given for the purchase of the main line, how comes it that now we are receiving \$400,000 instead of but the interest on the \$6,000,000 yet unpaid at 5 per cent, and \$100,000 annually? If we have no power to change the time and manner of payment of the moneys arising from the sale of the public works, how happens it that we do not hold these debtors by the very letter of their bonds given under the act of 1857 and now remaining in the treasury. The only answer to this question is that the legislature of 1857 changed the time and manner of payment by an arrangement with its debtors, and agreed to receive the money faster than the terms of the sale provided. If they could do that in 1861, is it not competent for this legislature to remit the debtors to the terms of his original contract, especially in view of the facts that the provisions of the Constitution, of the act for the sale of the main line and of the securities now held by us all contained in this bill, with the single exception of postponement of the annual payments for five years? The act of 1861 was the exercise of a legislative discretion. The act of 1870 is no more. We violate no constitutional right or provision in remitting the parties to their original contract. Go to the treasury and read the bonds you hold as you will find that the last one matures in 1864. So also does the last payment under this bill.

I may be permitted to say that so far as the line of railway contemplated through my district is concerned, I own not an acre of land between the point of junction and the New York line, but I seek the interests of the people I represent, and I know I faithfully reflect their sentiment in supporting this measure.

An implied charge of corrupt legislation is made in regard to this measure. I have taken my position and as forcibly as I could have endeavored to maintain it. I fear none of the implications or insinuations that may be or have been made, but upon this measure as upon all others that have come before us since I have had the honor of a seat here, I have endeavored to perform my duty faithfully to my constituents, and to the best interests of the Commonwealth as it is given to see those interests.

The implication, too, does gross injustice to the far-seeing and sagacious men who control and direct the policy of our great corporation. I do not hesitate to affirm that their peers in ability in their vocation cannot be found within the nation. Nay, more, sir, their reputation and that of the great road they have made are equal and world-wide, and as Pennsylvanians we can with honest pride point to these men, sons of our own soil, as unequalled and unequalled for breadth of view, for sagacious foresight and for skillful management of enormous interests.

Now, Senators, I have done. We come to you and beg you to remember that our people have a claim upon the State we all love and serve. We beg you to remember that the soil and its products, and its minerals are the only sources of wealth, and that with you lies the power to bring them forth. We beg you to remember that to you and to the Commonwealth we seek to bring no loss. In giving us what we seek you impoverish not yourselves but make us richer.

We are weak and unable to stand without your aid. We are isolated and embarrassed; all us to stand erect and from being weak we will become strong, from being infants needing aid, we will become giants, and will with the arms of giants throw back in the lap of our State riches ten fold greater than those you now grant as a loan.

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