## PUBLISHED EVERY THURSDAY AT TOWANDA, BRADFORD COUNTY, PA., BY E O. GOODRICH.

TOWANDA: Thursday Morning, August 22, 1861.

Selected Poetry. 13141 THE TWO FURROWS.

The Spring-time came, but not with mirth-The banner of our trust,
And with the best hopes of earth

Were trailing in the dust. The Farmer saw the shame from far, And stopped his plow afield; Not the blade of peace but the brand of war

This arm of mine must wield. When traitor hands that flag would stain, Their homes let women keep ; Until its stars burn bright again. Let others sow and reap.

The Farmer-" a lifetime long The plow has been my trust; In truth it were an arrant wrong To leave it now to rust."

With ready strength the Farmer tore he iron from the wood; And to the village smith he bore That plow-share stout and good.

The blacksmith's arms were bare and brown. His bellows whee zed and roared The Farmer flung his plow-share down-Now forge me out a sword !"

And then a merry, merry chime The sounding anvil rung : good sooth, it was a nobler rhyme

The blacksmith wrought with skill that day, The blade was keen and bright, And now where thickest is the fray The Farmer leads the fight.

Not as of old that blade he sways To break the meadow's sleep, But through the rebel ranks he lays

The Farmer's face is burned and brown, But light is on his brow, Right well he wots what blessings crown The furrow of the Plow.

But better is to day's success-Thus ran the Farmer's word-" For nations yet unborn shall bless This furrow of the Sword .

## Political.

A Calm Address to the Republican Voters of the 9th Senatorial District.

monwealth, a position of honor and influ-For this evidence of high regard, com-

ts there exist reciprocal obligations. It is void. e duty of the former to guard watchfully interests of those he immediately repre-

arily legislate for others as well as them, and es:" This bill passed the House, sixty the repeal of the tonnage tax, as follows. members including the Speaker voting for it, thirty eight against it. The members gative, while the member from Wyoming ited for the measure.

When the bill came into the Senate, after estigating the subject with all possible care, and calling to my aid the advice of reliable men from my own district, claiming at the ame time the right to think and judge for self, expecting to be held strictly responsior every act, my vote was given in the afmative: Of that rote some have complaind-their complaint, springing, as I think, om a superficial or misunderstanding of the hole subject. I owe it to you to give the ason of my action, I owe it to myself to vincate my conduct, a duty from which I have t the first tremor of shrinking. I have no whimpering nor whining, no apologies to make, pardons to ask, but soberly and frankly I

thoughtful and unbiased. g upon Webster's axiom, "not to sweep the collected was \$850,000. ence should be construed into fear or guilt, last session.

ensly stated. Years ago the State constructed and operat-

mills per ton per mile for all the freight car. this bill eatire for the information of their pay the rent? Aye, but this Company is rich, when the State Canal would be open. They been held to it that thereby our State revenues might be increased. To increase revenue would have my own treated, I felt justified in the canals then owned by the State to the ried on the Road, during the summer months | readers?) the winter, thus showing clearly that the ob- State Treasury, on account of its indebtedness ject of the Legislature, was to protect the to the Commonwealth, by reason of the purbusiness of the state work against a competing | chase of the Main Line of the public works, on Company, and not to raise revenue. The the thirty-first days of January and July in charter was accepted and the Road built sub- every year, until the thirty first of July, eighject to this tax. The coal and lumbermen, the teen hundred and ninety, inclusive, such sum

Visions:

"And Providel further, That if the Pennsylvania Railroad Company shall become the parchasers of said Main line, at said public sale, or by assignment as aforesaid, they shall pay in addition to the purchase money, at which it may be struck down, and which shall not be less than the sum of seven and a half millions of dollars, the sum of one and a half millions of dollars, the sum of one and a half millions of dollars, the whole amount of sale to be paid in the bonds of the Company, bearing interest at the rate of five per cent, yer annum payable semi-annually, on the thirty-first day of January and July of each year, and which bonds without further record shall remain a lien upon the said Main line, one hundred thousand dollars of which said bonds shall fall due on the 31st day of July, 1858, and \$100,000 thereof, annually thereafter, until the 31st day of July, 1890, when one million of the residue shall fall due, and one million annually thereafter, until the whole is paid; and upon the execution and delivery of said bonds to the treasurer of the State, the Pennsylvania Railroad Company, and and the Harrisburg, Portsmouth, Monn, Joy and Lancaster Railroad Company, shall in consideration thereof, be dis harged by the Commonwealth for over, from the payment of all taxes upon tomage and freight carried over said Railroads; and the said Pennsylvania Railroad Company shall also be released from the payment of all taxes on its Capital Stock, bonds, dividends or property, except for school, city, county, borough or toen ship purposes.

Now mark, It was thus legislatively pro-And Provide I further, That if the Pennsylvania

pany paid punctually into the State Treasury

Act providing for the sale of the Main line .--

In this Act will be found the following pro-

GENTLEMEN : Two years ago your voluntary | dends, Se., forever. For this bill the Senator | perty be no more than last year, two millions frages placed me in the Senate of this great and Members from Bradford County voted and five hundred and twenty thousand dollars (\$2, as it did unsolicited on my part, I could these terms the Company were ready to take thousand dollars (\$16,090,000.) Leaving feel profoundly grateful, and should now the State work. But at this juncture the them still liable thereafter to the same taxanch regret having done anything to justly Supreme Court decided that part of the Act tion for State purposes to which other pro-Between a representative and his constitu- to be unconstitutional and therefore null and like relieving corporations from paying tribute

ote the prosperity of other sections of the and all Penna. Railroad Company could or would buy the years are to roll round. the Main line at the price fixed by the Legisla- Thirdly They are required to reduce the On the other hand, constituents should re- ture, and they refused to buy save upon the charges on freight just the amount of this

Gov. Pollock therefore gave them his pledge | make such reduction shall render the Company d have some reliance upon his intelligence that if they became the purchasers at the price itself liable to the Commonwealth for double and integrity, and not pre-judge his conduct, fixed, he would give the force of his official in the amount of the tounage tax heretofore much less impeach his motives and character fluence in favor of the repeal of this tax, a chargeable against them. efore the circumstances and merits of the measure which he considered right in as much case are fully understood. Hasty judgment as by the sale of the work, the reason that the Company is required to file its toll sheet of or or against, is always evidence of a shallow | called the tax into being would cease to exist. lerstanding, while a greedy proclivity to Relying upon this plighted faith of the Govdemnation is sure proof of a debased na- ernor, and never doubting but that the Legis- has already been done. re. With the principles advocated and votes lature would favorably respond to a proposieven by myself, I have heard no complaint tion so palpably just, the Company took the tax by the Company since they purchased the e in one instance. During the last session works and gave their bonds for the teven and the Legislature a bill was introduced, enti- a half millions. True to his pledge the Gev-"An Act for the commutation of tonnage ernor in his next message, 1858, recommended

"The law incorporating the Pennsylvania Railroad ompany imposed a tax of three mills per ton per mile all tournage passing over that road as an equivalent for Bradford and Susquehanna voted in the any decrease in the revenues of the Commonwealth that might arise from the anticipated competition of the road ents. This tax is not imposed upon the Company, but on the tonnage and is paid by the owners of the treight ansported over the road, the Company acting as agents its collection and payment to the State. It is virtualin its collection and payment to the State. It is virtually a tax upon the trade and commerce of the Commonwealth, and upon the commerce of other States whose productions seek an eastern market over this road; and thus by increasing the rate of charges and the cost of transportation, the produce of the west is forced upon competing Railroads of other States, and to other markets than our own. The necessity that required this tax, as regards the Commonwealth and her improvements, has ceased. It should be the policy of the State to invite the transmission of the products of other States through her territory, to her own markets, and therefore the propriety erritory, to her own markets, and therefore the propriety frelieving the trade and business of the Commonwealth I country from this tax upon it, is respectfully submit-for your consideration."

When the next installment of tax became due, the Attorney General, as the law unrepealed dress myself to the calm judgment of the required him, demanded its payment. The Commonwealth, increasing the facilities and a measure to which my own constituents would independent manhood. Brave, true men, sel-Company refused and said repeal your law ac enhancing the value of the property of the comshould have given my views upon this cording to contract. He sued them, obtained munities that had actually paid it. Was this stion in the Senate, and thus to my con- judgment and they appealed, resolved to vindi- a swindle? Anything in this that should awakments, but for the fact that on the day this cate their rights to the last extremity. Not en storms of muttering wrath, or call down was under consideration, I occupied the knowing but prejudice and illiberality on the upon any one the crashing thunders of public had been introduced imposing this duty upon verse the judgment of the present. Jackson ention of the Senators an hour or more in part of the Legislature would compel them reproach? The thing is but "even handed these works, subjecting you thereby to in- was censured and Thaddeus Stevens ignored Pocating another important measure, and finally to pay in violation of all agreements justice" and whoever is displeased with that, creased charges on all your exports and im by his own constituents, for advocating our Philadelphia, Henry Houk, of Lebanon; Corattesy required that I should not monopol to the contrary, the Company continued to his censure is as impotent as his approval more than that portion of one day. Since collect the tax of the transporters from 1857, would be worthless. ay return home I have waited for the second the time of purchasing the State work, until ber thought to possess the public mind, act. last winter, and the aggregate amount thus exonerated. Such is the history of this matter

ps until it is done snowing." Lest longer Thus stood the case at the opening of our

he now ask you to look at the history, facts The Company held the above amount in and merits of this question, briefly and conmain line. The State had obtained judgment against them for about \$260,000, for taxes dollars. The Company took the works at this opprobrium all members voting for a scheme da canal and railroad, forming a line of com- demanded since the sale of that line. Had the Direction between Philadelphia and Pitts | the Legislature repealed the law at the proper fore to fulfil its agreement. This was called the Main line. In 1846 time as it was recommended and as they should Company was formed and applied to the Le- bave done all parties would have been satisfi-

transporters of iron and all heavy articles of in addition to the interest on its bonds owned production soon found that this tax was well by the State and in addition to its annual nigh a prohibition and almost precluded them liability to the State on account of purchase from the use of the Road. They could not pay money for said line of improvements, as will the freight and then the tax (for they had to increase each semi-annual payment on account pay it,) and get their products to market as of said debt and interest, to the sum of two cheaply as other and competing producers who | hundred and thirty thousand dollars (\$230,were not subject to this taxation. That this | 000) and the aggregate of all such payments. would and must be the result, any man can to the sum of thirteen million five hundred and see at a glance. In compliance: therefore, seventy thousand dollars (\$13, 570,000)."with many and earnest petitions, the Legisla- The plain English of which, is this, they are ture in 1855, exempted lumber and coal from required to pay to the State, each year for the this tax entirely, and reduced it on all other next thirty years four hundred and sixty thousfreight from five to three mills. In conse- and dollars, making the above sum total. By quence of this were your taxes increased ?- the same Act, also, this amount "is hereby Was the State swindled? Were those voting pledged to, and the same shall be applied only for the measure branded as traitors and rene- to the payment and extinguishment of the gades? Not a whit of it. This tax the Com- principal and interest of the debt of this Commonwealth, and to no other purpose whatso-

until 1857, when the Legislature passed an ever." Secondly, "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." Thus they are required to pay their State tax, from

which they sought originally to be released. Their State tax actually paid into the Treasury last year was eighty-four thousand Will the reader compare figures here for a moment. The State tax of this Senatorial District is as follows :

Making the sum total twenty-two thousand and five dollars and five cents. Yet this single Company pays nearly four times as much State tax as this whole district and they are required to do it in all coming time by the very bill so operty, except for school, edg. county, coronagn or town in purposes. wretchedly misconstrued and so miserably now mark. It was thus legislatively provided that if this Company took the State single company during the next thirty years work at 7 1.2 millions, the minimum price, the following sums: In payments or indebtedand then paid one million and a half more ness, thirteen millions five hundred and seventy they should be releived from the tonnage tax | thousand dollars (\$13,570,000.) In taxes for and from the State tax on their property, divi State purposes, even should its assessable protheir conduct was indorsed by the convention 520,000.) Swelling the aggregate receipts to held at Towanda, the following fall. Upon the vast sum of sixteen millions and ninety exempting the Company from the State tax perty holders are subject. Does this look to the Treasury and casting all the burdens The works were then offered for sale by the upon the poor farmers as clap-trap, twaddling Executive without the release of taxes and no demagogues assume? It would be understood ts, and at the same time be ever ready to purchasers could be found. It is a well known also that there is no financial quackery in all

ember that their representative must neces. unconditional abrogation of the tonnage tax, tonnage tax, and a failure on their part to

Fourthly. That there may be no collusion, charges with the Auditor General, under the oath of the President of the Company, which

Fifthly. The \$850,000 collected in tonnage State works, as already explained, they are 'anthorized and required" to invest in certain unfinished roads located in that part of the State where the tax was collected. Some have complained that the Company was not required to pay this into the Treasury. It did not belong to the State either in justice nor equity. for she had induced this Company to purchase her public works on the condition that the law imposing this tax should be repealed, and had she fulfilled her part of the contract this sum never would have been collected. Mustishe be paid for her own deriliction for a manifest lack of good faith? As well might a creditor demand annual interest on a book account already paid because for sooth he had neglected to balance the book according to promise.

Neither did this sum belong to the Company for it was so much collected over and above their regular freight. It belonged legitimately to the transporters from whose pockets it was best thing and required its investment in ten | was given in the affirmative. specified roads, thus further developing the

Upon these conditions the famous tax was and such are the provisions of the bill passed. My reasons for voting for the bill are briefly as

contracted with the Company to repeal the tax es the revenue? No! No! Far, very far finding long enough to answer the following if they took the Main line at 7 1-2 millions of from it. You would have cursed with eternal figure and the State was in honor bound there-

Risature for a charter authorizing them to obtained. This being a fair and concise state-

points. Foreseeing that this Road would necessarily compete with the State work, the Legislature granted the charter on condition the said Company should pay to the State five not be well for the County papers to publish the firm, should he be required afterwards to growing Competent to cast votes that farm for one hundred dollars per year, and thus pays punctually for ten years and then buys viduals as we as the prosperity of a vast and the farm, should he be required afterwards to growing Competent to cast votes that the bill passed last winter, a bill condemnit by so many and read by so few. (Wouldde not be well for the County papers to publish the farm, should he be required afterwards to growing Competent to cast votes that the bill passed last winter, a bill condemnit by so many and read by so few. (Wouldde not be well for the County papers to publish the farm, should he be required afterwards to growing Competent to cast votes that the bill passed last winter, a bill condemnit by so many and read by so few. (Wouldde not be well for the County papers to publish the farm, should he be required afterwards to growing Competent to cast votes that the bill passed last winter, a bill condemnit by so many and read by so few. (Wouldde not be well for the County papers to publish the farm, should he be required afterwards to growing Competent to cast votes that the bill passed last winter, a bill condemnit to cast votes that the bill passed last winter, a bill condemnit to cast votes that the bill passed last winter, a bill condemnit to cast votes that the bill passed last winter, a bill condemnit to cast votes that the bill passed last winter, a bill condemnit to cast votes that the bill passed last winter, a bill condemnit to cast votes that the bill passed last winter, a bill condemnit to cast votes that the bill passed last winter, a bill condemnit to cast votes that the bill passed last winter, a bill condemnit to cast votes that the bill passed last winter, a bill condemnit to cast votes that the bill passed you had them by the throat, they should have this tax if you had it to pay, and willing to by legalized robbery, whether of Companies or doing by others as I would have others do by individuals is unwise policy, and he that re- you, and therefore voted in favor of the bill. commends it has more of the attributes of a I am thankful to know that in this district son for imposing the tax cease to exist? land pirate than of a legislator. Besides if are not a few men of high standing and wide revenue is to be raised by ton nage tax let it business experience, men who have no private be imposed upon all roads and not upon one piques to gratify, nor selfish practical interests any other in the State? If there was not, only. was the only road in the State subject to this men, whose mental vision overreaching the tax it was but fair either to remove this or impose the same upon all others, and the latter course would drive from our markets the products of surrounding states and hopelessly cripple our internal commerce. Believing firmly that the continuance of this tax on this road alone as a means of revenue was partial and unjust, and believing farther that by the sale of the work, for the protection of which the tax was originally imposed, the reason for its imposition was thereby wholly and completely removed, my vote was given in favor of the

> Third. The Company itself never paid a dime of this tax but was collected by additional charges heaped upon the transporters rect and right, and statesmanlike." of our own State who were obliged to use the Road. The Company could not impose the tax upon the western produce seeking a market over this Road, for that would drive such produce to the Eric Road on the north and to the Ohio and Baltimore Road on the South, thus robbing the Road of business and our own State of a large amount of western commerce. For be it understood that this Pennsylvania Road is the great thoroughfare connecting Philadelphia with the vast and teeming west.

The tax was therefore imposed upon the way freight, upon our own citizens who were obliged to use this Road or none. These citizens appealed to the legislature against this system of unequal taxation. They inquired with an unanswerable pertinence, why shall we be compelled to pay this tribute to the State when all other citizens using other Roads and Canals an exempt therefrom? They elected Members upon this issue among whom is the present Speaker of the Senate, they poured in their petitions and crowded the Halls of the Legislature in person praying for the same

The Board of Trade of Pittsburg, the press plead for the repeal of this tax. It may be a act worth stating that in 1857 when the Demmemorial addressed to the Legislature beseeching the same thing. This petition covered some the Presidents of Common and select Councils, and accompanied by a special message from the Mayor. Will certain Democrats of this District stick a pin at this fact.

To the credit of this party however I am agree with the above memorialists and also with my vote. A prominent writer in a Philadelphia paper sums up his views in the following synopsis:

"Shall we by continuing this tax drive business and freight off the Road, away from our City and State, to

Is it better to do a small business on this Road at

he Pennsylvania Road should be compelled to pay in ad-ition to the usual freight charges on his grain or his anufactured articles, a tax to the State for daring to use

that Boad?

"While you may carry what you please over the Roads of Ohio, New York, Maryland, or any State in the Union save our own, by paying a reasonable price therefor, is it right that Pennsylvania shall step in and say to the citizens of those States, If you bring your produce or merchandise here through the old Keystone, you must not only pay the full price for carrying your goods over the Railroads, but you must pay the tribute—the odious tax which a Pennsylvania Legislature levies on you for passing over her great highway? ing over her great highway?
"Was it not humiliating that Pennsylvania should seek

"Was it not humiliating that Pennsylvania should seek to impose a tribute not only upon the citizens of other States, but upon her own people, who used her great highway? That many of her own Legislators should remonstrate against any change in her policy in this respect; that they should wish her any longer to force the payment of tribute upon her trade and commerce as odious as that which the Barbary powers continued to levy for years on the commerce of the Mediterranean?"

All these facts, statements, circumstances, and considerations combined, afforded another phant for the paltry meed of personal passing and well nigh overwhelming reason why this The Legislature hesitated, and the session wrung. The Legislature could not replace it odious embargo, this commercial nuisance responsible position in this age of conflicting passing away and the law was not repealed. in those pockets and therefore did the next should be abated, and hence again my vote and progressive ideas. The very public that

applaud them for so doing ! mer and merchant, the grain buyer and forwarding man as they counted their hard dollars in payment of the tax, say, this is the cial account, and is in no one's way. First. The State through its Executive had thing, grapple these companies to it, it increasso narrow in conception and so prejudicial to your immediate interests. Well, gentlemen, lars, giving their bonds therefor, which to-day Second. As this tax was most assuredly when I fail to treat other portions of the imposed originally to protect the commerce of State with that justice and magnanimity which

Confident that you would seek the repeal of Treat each fairly and alike. As this to promote by catering to public prejudice; bounds of a single county, comprehends the in terests of the whole State; men, who have investigated and comprehended the whole subject, and are therefore competent to jndgenot a few have signified to me their approval over their own signatures.

I held in my possession numerous letters from the foremost men in Bradford, and other counties, containing the following and similar expressions:

"Had I been in your place I should have voted as you have voted, and if you are censured it will be by others and not by me."

From another correspondent, whose name is a tower of strength:

From a third :

"The business men of the county will sustain you, and no matter what fools or demagogues may say." The judgment of experienced men is cer-

tainly worth quite as much as the unsubstantiated opinion of those who decide from hasty impulse or vague flying rumors. Some iudividuals talk vociferously of corruption, bribery, frand. Universal observation attests the fact that men who use hard names generally lack arguments or brains, or both, and those most ready to suspect others are ever found to be the cheapest men when so successful as to worm themselves into the market sham-

Their suspicion of others springs from an inward consciousness of what they themselves would do if favored with an opportunity, and their harsh accusations are intensified by a felt regret that the felicitous occasion should ever fly their approach. The vixen is always first to cry "cuckold." To all such cormorants of slander, greedy Harpies, ravenously devouring political offal, dropped by the way side, and then vomiting it forth again as a fresh entertainment to birds of their own feaof Harrisburg of loth political parties, the ther, we have but to say, put your charges in ommercial, political and religious papers of a tangible shape, publicly, over your own sig-Philadelphia, of all shades and sects, earnestly natures, and you shall receive all merited attention. So long as you play the part of skulking, scalping cowards, giving your thrusts ocratic party were in power in Philadelphia, in the dark, behind one's back, by innuendoes the City Councils unanimously adopted a and anonymous squibs you must expect to be passed by in silent contempt. With you I have done, and only beg pardon of the decent twenty pages of printed matter, attested by reader for lifting you so far out of your native meanness as to make you visible to respectable eyes.

The question has been put to me, were you not formerly opposed to a favorable entertain-ment of this Company's claim? I answer happy to say that its intelligent members frankly, yes; for I have nothing to conceal, and will never equivocate. I, with others, supposed that they would ask much more than they did, but when I found they claimed only sity. It was expected that owing to the war what had been promised them, and this claim excitement, and the consequent hard times, was both rational and just. I put away preju- the attendence would be small, but it was not dice, and went for the right. Would you so. Several hundred were present, from differ-Shall we restrict the trade of the State and the com- have me do otherwise? It has also been af- ent counties of the State, our county being firmed that the passage of this Act would ne more numerously represented than any other cessarily increase the taxes of the people. except Union, of which Lewisburg is the coun-Will those thus affirming please inform us ty seat. Several prominent teachers and edhow this result will necessarily follow? Let us look at it. There has been paid into the Treasury since 1857, no tonnage tax. Mark that. Yet during this period your State tax has been reduced from 3 to 2 1.2 mills on the dollar, and there has been paid on our public Normal School, J. P. Sherman, of the Pottsossible prices?

Viewed as a matter of justice, is it right that he who seides near the Reading Railroad, or any other road, save he Pennsylvania, shall pay only the usual Railroad harges on all he sends to market; and that the farmer there was half a million in the Treasury, ready the resonance who is so unfartured as to dwell header. years previous, and when the war broke cut Shore. to meet the first appropriation. If, the past four years, without tonnage little poem. The business of the Association tax, your State tax has been reduced, how will the non-receipt of tonnage tax increase your individual taxes for the next four or forty years? So long as the assessment on the dollar remains what it now is, your taxes are not increased. When this assessment is rais; carried on with considerable spirit, although ed then search for the cause.

right, but will it not injure you? Our an subjects brought before the meeting, were, swer is this, we never paused to inquire. But many of them, not susceptible of being debatjust acts can permanently injure no one in the judgment of the wise and impartial. He that cowers to clamor and shapes his entire conduct by its supposed reflex influence upon himself, sacrificing great principles, overriding vast rights, and acting the fawning sycopopularity, is too supremely selfish to fill any praises the sycophant to-day for his pliabili- the mill," themselves, when the Legislature pass-Fourth. The imposition of a tonnage tax is it will spurn him to-morrow for his lack of not approvingly submit. The Lackawanna & dom fall, while the timid and time-serving cerned. The following officers were elected Western, the Williamsport & Elmira Rail- pass away with the error that flung them into roads, and the North Branch Canal are your life. Whoever falls for doing right, let him chief outlets to the maritime world. If a bill die like a hero, and wait for the future to reports, would you have thought 'it magnanim- present common school system. But the cenous in your own and other members to support sured live in the hearts of the great and good, and carry the measure through? Would you while their accusers are long since dead and Would the far forgotten. The only retreat from reproach is be left in the Treasury, after defraying the exabsolute obscurity, and when a public man is no longer censured, be assured he is of no spe-We now ask all grumblers to suspend fault-

questions :-Did not the Pennsylvania Company pur-

chase the Main line for 7 1-2 millions of dolare as good as gold, upon the express condition that this tonnage tax should be repeal-

Did not the commercialists and business men along the Road, from Philadelphia to Pittsburg, who paid the tax, and were therefore directly aggrieved, carnestly ask its re-peal, and should they not be heard?

As the tax on tonnage was originally improjected Road, when the Company bought these canals from the State, did not the rea-

Was there then any reason for collecting a tonnage tax upon this Road more than upon should not it be exempt or all others be tax-

When your Senator and Members in 1857, voted for the Act providing for the sale of the Main line and the repeal of this tax, did not the very next Convention in Towards indorse their course by resolution ?

Having indorsed the initiation of the measure why condemn its consummation?

Has not every surrounding State found tonnage taxes detrimental and has therefore abrogated them? And shall our own great Commonwealth be behind all others in the march of progress and liberality?

Would not you yourselves oppose every such tax if falling athwart your own business operations and constantly depleting you profits, and will you not allow your fellow-citizens in an other part of the State to be treated with as much consideration as you would demand for vourselves ?

Are there not better modes to raise revenue than for one half the State to assess odious and unequal taxes upon the business operations of the other half?

The repeal bili received the vote of sixty Members and eighteen Senators, it received not only the votes but the earnest support of the Speakers of both Houses, it received the sanction' of the present patriotic Governor, it was earnestly recommended as far back as 1858 by Gov. Pollock, a man confessedly pure in principle and honest in all his acts.

May we not reasonably suppose that these Representatives, Senators, Speakers, and Governors have as much integrity and as comprehensve views of this whole subject as the majority, to say the least, of those who have cried so hugely of robbery and wrong?

We submit these questions for a candid consideration.

Whoever lives long enough to answer them triumphantly in the negative will be "serus ad calum redeat"-late to the kingdom of heaven . Until they are thus answered fully and

demonstratively, we shall claim in the future as we have in the past, that our vote was Judicious and right. With but little respect for those who condemn without evidence and censure without cause, but with profound regard for the generous and impartial, I hombly remain,

GEO. LANDON.

HERRICK, Aug. 3, 1861.

## Educational Department.

## State Teachers' Association.

This body commenced its ninth annual meetucators were present, among whom may be mentioned Hon. Thos. H. Burrows, State Superintendent, President Loomis, LL.D., Profs. F. A. Allen, of West Chester Normal School, J. R. Wickersham, of the Millersville State ville High School, and W. T. Davis, of Jersey

At the opening, James Aiken, an old teach

er, welcomed the members in a witty, pointed, was attended to with promptness, and transacted with despatch. The presiding officer, Vice President, A. Smith, of Mifflin, was kind and gentlemanly, but decided in his manner in conducting the deliberations. The debates were at times the spirit of combativeness seemed to Friends have said to me, your vote was need something to call it forth-indeed the ed, being wholly one sided. One question, however elicited considerable discussion, it was based upon a report by W. T. Davis, of Jersey Shore. The reporter advocated the practice of having candidates for the office of County Superintendent, examined before their elec-The report was adopted unanimouly so, those personages who have been in the habit of scaring young girls almost out of their wits, every year, will have to be "put through es a law to that effect. The whole affair passed off pleasently and to the satisfaction of all con for the ensuing year: Pres, A. Smith, of Mifflin; Vice Presidents, S. D. Ingram, of Danphin, Isaac S. Grist, of Lancaster, Jos. E. Jackson, of Schnylkill, David Heckendron, of Union; Recording Secretary, Wm. Sterling of responding Secretary, H. C. Johns, of Tioga, Treasurer, Amos Row, of Lancaster. It was found that about four hundred dollars would penses for the year, and it was unanimously resolved, that this amount, and such other sum as may be necessary, be devoted to the purchase of a cannon, to be presented to the Government in the name of the Pennsylvania State Teachers' Association, to aid in putting down the rebellion. A committee of five was appointed to raise additional funds. said cannon to be purchased, and presented by the State Superintendent. Great credit is due to the citizens of Lew-