The Daily Post.

SATURDAY MORNING::::::: FEB. 9.

PITTSBURGH, February 6, 1861.

☞THE COUNTY COMMITTE OF CORRESPONDENCE met at the St. Charles Hotel, and was called to order by James Salisbury, Chairman.

The Chairman stated the object of the meeting to be to make arrangements for calling a County Convention, to elect 21 delegates to represent the County in the State Convention to be held at Harrisburg, on Thursday, the 21st day of February, 1861.

Mr. J. S. Murray, of South Pittsburgh, offered the following, which was adopted:

Resolved, That the Democracy of the various election districts be requested to meet at the usual places for holding elections on Saturday, February 16, 1861, to elect delegates to a County Convention to be held at the Court House, on MONDAY, at 10 o'clock, the 18th day of February. The meetings in the townships to be held between the hours of 2 and 5 o'clock, P. M., and in the Wards and Boroughs between 5 and 7 o'clock, P. M., four delegates to be elected from each district.

On motion adjourned.

JAMES SALISBURY *Chairman.*

SAMUEL HARPER, *Secretary.*

REPEAL OF THE TONNAGE TAX.

We publish to-day the bill recently submitted to the Legislature, for the repeal of the tonnage tax, upon freight passing over the Pennsylvania Railroad. It is an important bill, not only to the Railroad Company but to the people of the State, and merits a careful examination and a fair judgement at the hands of all.

As will be seen by its terms, the bill now proposed is a compromise one. Although the company claims that justice would require the naked repeal of this tax, they are willing to have it done in such a manner, and under such conditions as to greatly benefit the people of the State.

The alleged discriminations against freight shipped from Pittsburgh and other local points within the State, are fully remedied in the present bill, and all the conditions suggested by our Board of Trade have been embodied in the bill which has been approved in its present shape, by this body, which represents our business men.

All taxes, it is a well settled fact, come off the consumer in the end, and this effort of the Pennsylvania Railroad Company to relieve its customers of the burthens of the tonnage tax, will meet the approval of all western business men.

In the recent report of the business of the Company, the increase of freight earnings of the last year over the previous one, is stated at $535,672,82, and much the larger part of this increase is upon the local freight. The through business has not increased in the same ratio, and why? Simply because the tonnage tax has operated against through freight which had a choice of routes for reaching the Eastern markets, and driven a large proportion of the business, which, all things being equal, would naturally have sought the Pennsylvania route to the New York and Baltimore lines. The loss of this business is of immense consequence to the trade of the State, and is felt in its commercial cities both Eastern and Western. Consumers of breadstuffs and other produce, are the main sufferers by this loss of trade, for where the supply is lessened, no matter what the cause, the prices increase and the consumer has to pay the increased price. Raw materials for manufacturing purposes are directed into other localities from the same cause, and rival communities are enriched thereby at the expense of our own.

The local trade on the Railroad is every dollar of it subject to this tonnage tax of the State, and with the increased business this burthen of taxation is increased. Those who produce, and those who ship their produce on the road are taxed equally with other citizens on their property and in addition thereto they are taxed upon every barrel of flour, bushel of wheat, ton of iron or package of goods which passes over this road. This of course diminishes their profits—profits to which industry is entitled, and also increases the cost of what they consume.

The law which it is now prepared to repeal discriminates against the business, interests of the State, and retards their prosperity, and favors those of distant communities.

But we have said that the present bill is a compromise one. It does not provide that the benefits to the people of the State shall be left to chance, or to the option of the railroad company. The bill binds the company to take off the alleged unfair discrimination against Western local freight. It provides that the company shall loan the amount of tax accrued since August, 1857, to lateral or connecting roads, pro rata, according to their length. This will aid in the completion of these roads and develope the resources of a large amount of the territory of the State. By the bill, the company is bound to pay taxes on all its property and franchises, and also the company increases the payments on account of the purchase of the Main Line $460,000 per annum until the entire price is paid.

This bill is a just one, in our opinion, and of great advantage to the people of the State. The Legislature should calmly examine it, for it is an important matter to their constituents, and it is to be hoped that all that petty prejudice of a certain class which cries out against all corporations as corrupt, will be regarded as it ought to be by the members, and that our great inland route will be left as free as possible to the natural laws of trade and commerce.

Tour of the President.

A gentleman employed to make arrangements for the President-elect and party for their route to Washington, passed through the city westward last evening and reports that he has met with a very cordial reception at all points from all persons without distinction of party. It is expected the party will leave Springfield on Monday next, and will probably reach here via. Indianapolis, Cincinnati, Columbus and Pittsburgh, on Friday and stop over night, and reach Buffalo Saturday night and stop their over Sunday.

Mr. C. L. Russell, chairman of the reception committee, left for Springfield last evening, the bearer of a formal invitation to Mr. Lincoln to visit Cleveland. He accompanied Mr. Wood, the agent of the President elect.—*Cleveland Plaindealer of Thursday.*

Post Office Robbery.

The Cincinnati papers mention that letters containing about four thousand dollars were abstracted some days ago from the Post-office in that city, by a well known attache, who has since departed for parts unknown. The United States Marshal's force has been employed in searching for him, but as yet without success. The name of the person implicated and the circumstances connected with the robbery are not made public.

IT IS said in the New York papers that Gresly's friends offered $200 for votes for their favorite, at the recent Senatorial struggle at Albany. And yet Gresly is so pure and immaculate.

A RACY DEBATE.

Speech of Mr. Douglas.

A day or two since, a spicy debate took place in the United States Senate, between Senators Seward, Wigfall, Hale, Mason and Douglas. Following we give a portion of the debate, including the entire remarks of Mr. Douglas, which will be read with pleasure and profit:

MR. DOUGLAS Now, sir, I have sent no dispatch upon this subject, except one signed jointly by the Senator from Kentucky [Mr Crittenden] and myself, in reply to a committee of very prominent and distinguished persons, asking our opinion; and we simply expressed our opinion. We said, "We have hope;" and added, "Don't give up the ship; don't despair of the Republic." That was all I could not have sent a dispatch, if the Clark proposition had been defeated, to the effect that the Crittenden proposition was adopted, because it left that unacted upon. The effect of all the gentlemen on this side voting in opposition to the Republican side, on that amendment, would have been to leave the Crittenden proposition before the Senate to be acted upon; would have given it a chance to be adopted; and would have deprived them of the opportunity of telegraphing to the country that there was no hope, in order to expedite secession in the States where the vote was about to be taken. Such use was made of that vote; and it was legitimate, therefore, for me to refer to it as an evidence that there was an unwillingness among some on this side of the Chamber, as well as on the other side, to adjust and settle these questions.

But the Senator has to refer, by way of ridicule, as he supposes—and it is very fine wit, no doubt—to my "great principle" of non-intervention by Congress with slavery in the States and Territories. Sir, if that principle had been carried out, there would have been peace in this country now; and yet the Senator says that it is the principle of non-intervention that has produced all these troubles in the land. He says that the fault is that of the advocates of non-intervention for bringing this disturbance; not upon Southern interventionists; not upon Northern interventionists; that the Republicans are not at all to blame; and that the Southern extremists are not at all to blame. The Republicans are in favor of intervention with slavery. The Senator and his friends are in favor of intervention, too. They both agree that Congress must intervene and control the slavery question. They both agree as to the power and duty of Congress to intervene and control the slave question. He does not think that the Union is in danger in consequence of the Republicans asserting the right and duty of this Government to prohibit slavery in the Territories, and in the dock-yards, and navy-yards, and the District of Columbia. He sees no danger from that, and none from the counter demand, that the Federal Government shall interfere to maintain and protect slavery everywhere. I do see that this whole trouble arises from the conflict between interventionists North and interventionists South. The whole trouble arises from the conflict between those who demand that Congress shall interfere for the purpose of prohibiting on the one side, and those who demand that Congress shall intervene for the purpose of protecting and maintaining on the other side.

The Senator from Texas cannot vindicate himself and those that act with him, unless he vindicates the Republicans also; and they cannot vindicate their position without vindicating his. Hence they unite in denouncing non-intervention; they agree in denouncing the great principle of non-interference, which alone can put a stop to the slavery agitation. The Senator could not give a more striking illustration of the justice of my first comments of the sympathy between the extremists north and the extremists south, than this unity of purpose to keep the slavery agitation in Congress, and thus produce an "irrepressible conflict" between the two sections. All I have ever asked was, that the Republicans, on their side, should give up their alleged right to interfere against slavery, and that the extreme south should give up their claim to interfere for slavery. Let the question alone, and there will be peace in this country.

But the Senator says that, to adopt the principle of non intervention on the subject of slavery, would be equivalent to the abandonment of the right of protection to property; that every government must protect property everywhere. That Senator had better read the Constitution again, and then let him tell me where he finds the power given to this government to protect horses, or cattle, or merchandise or slaves, or any species of property in any State or Territory of this Union. I do not propose to make any distinction between them; but I deny the right of the Federal Government to interfere with either of them. The Constitution gives no power to do so in the States; and let him show me a clause of the Constitution that gives greater power on domestic questions in the Territories than in the States.

I repeat that I see no hope of peace, except for the extremists North and the extremists South to yield to the adoption of the principle that the Federal Government shall not legislate upon the subject of slavery anywhere.—This question can be taken out of Congress, can be withdrawn from the arena of Federal politics in various ways. One is an equitable partition of the territory between the two sections, with clauses in the Constitution securing the enjoyment to the North and to the South of the share of each. Another is, a provision that Congress shall not legislate on the subject anywhere, except in the two cases specified. Either of these provisions takes it out of Congress; and I am willing, as I have said, to meet gentlemen half way in accommodating this difficulty. I do not ask them to come to any theory of mine. I think it is the best one; but I am willing, for the sake of the peace of the country, for the sake of this Union, to meet gentlemen half way, and accommodate this question, as our fathers did the convention which framed the Constitution.

But the Senator does not see how honest men can have any hope of this Union. He must pardon me for clinging to the hope with as much tenacity as I would to my life, that this Union may be maintained forever. I do not expect to convince that class of Union men who propose to destroy the Union in order to preserve it; to break it up in order to maintain it. I do not expect to convince those northern Abolitionists who believe that the Constitution is a league with hell, and get them to meet us and save the Union. I do hope that there is patriotism enough left in Senators of various parties to unite and put down these two extremes, and save the Union. [Applause in the galleries.] I hope that there is a Union sentiment left in the Southern States. I believe that if we shall do justice by depriving ourselves of the power to commit those aggressions on the slaveholding States, which we say we do not intend to commit, adopt a constitutional amendment rendering it impossible for us to do what they think we mean to do, and what we say we do not intend to do, there will be Union men enough in Virginia, in Maryland, and North Carolina, and in all the border States, and in all the cotton States too, who will outvote the secessionists, and preserve this Union.

I desire, sir, to make my appeal to the Union men of the country, North and South: to the conservative feeling of the country; to the great patriotic heart of the people; and to ask them to arise in their might, and overthrow any party that will combine to destroy this Union for any purpose. I do not desire any section, or any State, to give up any right under the Constitution. In one sense, the remark of the Senator from Virginia, and the endorsement of the Senator from New Hampshire, was just. The Senator from Virginia wants no concessions; he is satisfied with the Constitution as it is, as he understands it. The Senator from New Hampshire wants no change. He is satisfied with the Constitution, as he understands it. But it so happens that these two Senators do not understand the Constitution in the same way; and each of them will break up the Union before he will accept the construction of the other.—In that is the trouble; and how are you going to reconcile it? The Senator from Virginia cannot argue the Senator from New Hampshire out of his construction; nor can the Senator from New Hampshire argue the Senator from Virginia out of his. How, then, is it to be settled? You must either adhere to your two extreme positions and dissolve the Union, because you each think you are right, or you must agree to such an amendment of the Constitution as will settle and fix the construction of it in all future time. Hence it comes to the single point, that either we must amend the Constitution so as to settle the points in dispute, or prosecute the "irrepressible conflict" between the interventionists North and the interventionists South, destroy the Government, and each charge it on the other.

Under these circumstances, I do not understand how any man can be a friend of the Union who is opposed to such a compromise of the matters in dispute as will preserve it. I hear the Republicans, the extreme men—for there are Union men, I find, on that side of the Chamber; but the uncompromising men on that side of the Chamber are loud in their professions of attachment to the Union; just as loud in those professions as the Senator from Texas, just as sincere, just as patriotic, and yet rushing with the same rapidity to the destruction of the very Union they profess to revere. The man that will not compromise by settling the construction on this disputed point, has no right to claim that he is a Union man.

I fear there are disunionists, North and South, in the sense in which I understand the term; not in the sense in which the Senator from Texas, or the gentlemen on the other side understand it. I fear there are men in both sections of the Union, who think it is better for their section to have the Union dissolved; I fear there are men in both sections of the Union who, for political reasons, would like to have it dissolved; I fear there are men in both sections, who think that their party could control one half of the country, when they could not hope to govern the whole. I fear that these considerations are restraining patriotic men from making those concessions which are essential to the salvation, the peace, and the perpetuity of this Union. It is not agreeable to me to express this conviction. I have attempted to express it in terms as mild and as little offensive as possible; but I now say, before high Heaven—and let it go upon the wires, to the four corners of the Republic—that in my opinion, there are disunionists on this side of the Chamber and on that; disunionists South and North, and as many North as South, in both Halls of Congress; and I think it is time that the Union men of both Houses begin to come together, and act in concert, and let the uncompromising men of both sections, who prefer the dissolution of the Union to the dissolution of their party, who prefer the destruction of the Government to the destruction of their party organization, be separated from the Union men of the country.

The people will understand these professions of love while the dagger is being used; these professions of devotion to the Union while there is a refusal to meet the question, to consider it in a spirit of conciliation, and to adjust it upon terms of fair compromise. Neither party is exclusively responsible for these disasters. Neither can evade the responsibility, if it does not meet this question and save the Union by compromise. I am ready to act with any man who will show his devotion to the Union by his willingness to make the concessions of pride and of party policy which are necessary to save it. I will extend the right hand of fellowship in this emergency to a personal enemy. I would meet him in patriotic council as a brother, even if I did not speak to him in the open street. I will make any concession that is just and fair—alike just to the North and the South, to the free States and the slave States—that will put an end to all this controversy; and my confidence in the patriotism of Senators is one of the chief sources of hope that some adjustment will yet be effected here. If I fail in that expectation, my confidence in the patriotism of the American people, North and South, even in New England and in the cotton States, justifies me in the hope that the spirit that animated the fathers has not yet become extinct in their posterity. I do hope, and hope with a stout heart. I believe that by the expression of that hope I do an act of justice; and certainly pay a high compliment to those in whom I repose that confidence. I did not expect to be called to account in these Halls for expressing a hope that this Government was not to be destroyed, that this Union was not to be severed. I have seen the time when men were expelled from the Halls of Congress for the introducing abolition petitions; and now I have lived to see the day when a Senator is rebuked for expressing his own silent hope that the Union may still last.

For the Morning Post.

FROM WASHINGTON.

WASHINGTON CITY, Feb. 5, 1861.

MR. EDITOR:—The Commissioners to the Convention of States, which is now in session here, having shut the door against letter writers, nothing is definitely known as to the feeling existing among them. As yet, however, they have transacted no business, except organizing, which was done to-day, by electing Ex-President Tyler, President, and Hon. John C. Wright, of Ohio, Secretary. Willard's Hotel, where the Convention holds its sessions, is crowded with strangers from all parts of the country, who manifest the deepest interest in everything connected with the saving of the Union; and as I write, knots of Senators, members of the House, Generals, and other distinguished patriots and statesmen, are talking earnestly and anxiously in reference to the all absorbing topic. Some shake their heads, expressing great doubts as to the final result, while others speak more confidently, and indulge the fond hope that the God of nations, will yet, in the abundance of his goodness, wisdom and mercy, avert the gathering storm, dispel the dark clouds which at present lower upon our national house, and bring peace and harmony out of chaos and confusion.

That He may do so should be the sincere and heartfelt prayer of every true patriot.

The result of the election in Virginia, for delegates to a State Convention, is well received here, and the brilliant victory achieved by the Union party, over the revolutionists, and those who would precipitate upon the country all the horrors of a civil war, shows conclusively that the "mother of States and statesmen," is still sound, and will stand by the constitution to the last. It also does much to lift up the arms and strengthen the heart and hearts of lovers of the Union as it was everywhere.

Those of your people who have been ridiculing the idea of there being any danger or trouble, should be here a few days. The wisest and best men in the land, those who have grown grey in the service of their country, have fears for the result. The speech of Senator Benjamin, yesterday, when he announced his withdrawal, was certainly eloquent and touching, effecting many persons, both on the Senate floor and in the galleries, to tears.

To-day, Senator Johnson, from Tennessee, made a most able and forcible Union speech, in reply to Mr Benjamin, in which he gave the eloquent gentleman from Louisiana some hard knocks, and it was thought by many, rather used him up.

In the House of Representatives, Mr Boughlieguney, from Louisiana, a Frenchman, who can scarcely speak English, made a Union speech, which brought down the whole House, galleries and all. He said he would not withdraw, neither would he resign on the call of the Legislature of his State. This Legislature did not elect him. He had been elected by his constituents as a Union man, and when they asked him to resign, he would do it, but not before. No matter where he was, here or at home, he would stand by the Union. He said in conclusion, "by de flag of de whole countrie I will stand by."

He resumed his seat amid the most enthusiastic applause, a perfect hurrah, which the speaker vainly attempted to suppress.

In talking with the Superintendent of the Census Bureau to day, Mr. Kennedy, he informed me that the ratio for a representative, under the new census would be between 120 and 130,000, while we would loose two members, making our delegation twenty-three instead of twenty-five. New York also looses two or three.

Hon. Jeremiah S. Black, was to-day appointed to the vacant position on the Supreme Bench of the United States. It is whispered about that there will be considerable trouble in getting the Senate to confirm it.

There are a great many Pittsburghers here, who all appear to be enjoying themselves exceedingly. Among the number, I notice A W. Loomis, (who looks quite youthful, since his recent marriage,) Dr. Denny, D L Eaton, R C. G Sproul, who is a very clever gentleman, Capt. C. W. Batchelor, Mr. Woodwell, hardware merchant, Mr. Rahm, and others whose names I do not recollect.

Capt. Batchelor is watching a bill in reference to steamboat navigation on our western rivers. He is just the man to accomplish his ends, being clever, pleasant and polite, and will doubtless secure the changes in the present law which he desires.

Several of your people who are here, informed me to day, that the prospect of getting a tariff bill to suit Pennsylvania, was now first rate, and that there was no doubt she would secure all she asked, particularly on iron, steel and glass, three items in which your city is largely interested. They seem to be in great glee, and I ardently hope they may not be disappointed. Yours, as ever,

CUSSEWAGO.

A FIRE occurred in the dry house of the Eastern Penitentiary, on Wednesday morning. It was extinguished by the officers on duty after three or four hundred dollars worth of damage had been done.

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 a supplement thereto, approved the twenty-seventh of March, eighteen hundred and forty-eight, a tax of duty was imposed on all tonnage loaded or received at Harrisburg, Pittsburgh, and intermediate points, and carried or conveyed on 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 the sum of One Million Five Hundred Thousand Dollars, ($1,500,000,) in five per cent. bonds of the Company, and that thereupon the said Company, and the Harrisburgh, 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 The 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 acts, by which the said tonnage tax was imposed, yet, 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, to that extent, 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 The 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 indirectly on flour, grain, cattle, iron, minerals, and other domestic products, transported on the line of improvements, while 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 this tax is doubted, and said demand has led to litigation between the State and the Company, and will probably involve the parties in litigation with the citizens of other States, to the injury of our internal trade and commerce, and which it is the duty of the government to encourage and protect, by lawful means.

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 sums annually, over and above the instalments of principal and interest on its debt to the State, as may be required to make said payments amount to four hundred and sixty thousand dollars ($460,000) annually, until the year eighteen hundred and ninety, at which time the entire balance of principal and interest shall be paid in full, and by paying, also, in addition to the said semi-annual instalments, all other taxes upon the property to which they may hereafter be made liable under the general revenue laws of the State, and agree to make reductions for transportation of local freights as herein after 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 this 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 other slackwater Navigation in this Commonwealth, from the payment of tonnage tax 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 if a majority of the Directors of the Pennsylvania Railroad Company, who, for the purposes of this act are hereby vested with all needful 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 of January and July in every year, until the thirty first 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 millions 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 for 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 of 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, laid or levied upon all other Railroads or Railroad 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 or 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 removed 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, 1861, 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 the first day of December and the first day of May shall be considered as fixed at 90 cents per 100 lbs., for first class, 75 cents per 100 lbs., for second class, 60 cents per 100 lbs., for third class, and 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 per 100 lbs. for first class, 60 cents per 100 lbs. for second class, and 50 cents per 100 lbs. for third class, and 40 cents per 100 pounds for fourth class, on all trade carried between Philadelphia and Pittsburgh, and a failure upon 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 penalty, file in the office of the Auditor General, under 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, 1861, 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 that can be charged for the transportation of such freight and tonnage by any company accepting the provisions of this act. *Further*, The Pennsylvania Railroad Company shall not, at any time, charge or collect rates on any description of freights from any eastern or seaboard cities to Pittsburgh, higher than the gross rates charged or collected from same points to any points West of Pittsburgh. Nor shall the said Pennsylvania Railroad Company at any time charge or collect rates on any description of frights from Pittsburgh to Philadelphia, Baltimore, New York, or other seaboard cities, higher than the gross rates that may be charged from any point West of Pittsburgh to the same points on the same description of property.—The local rates from Pittsburgh or Philadelphia to stations on the line of the Pennsylvania Railroad shall at no time exceed the gross rates charged through between Philadelphia and Pittsburgh, nor shall local rates between any two stations on the road between Phila and Pitts exceed the through rates as made from time to time under the provisions of this act; nor shall the rates charged at any local points 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 Pittsburgh, by river to Pittsburgh, to the seaboard cities, shall have the privilege of disposing of their property at Pittsburgh, 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 Pittsburgh, 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 Pittsburgh, and forward the same within ten days after its arrival at Pittsburgh, under the conditions and rates of the original through bill of lading.

SECTION 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 so to be paid into the State Treasury, as is herein provided, are hereby pledged to, and the same shall be applied only to the payment and extinguishment of the principal and interest of the funded debt of this Commonwealth, and to no other purpose whatsoever.

SECTION 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 20th day of July, 1858, and the passage of this act, to the Chartiers Valley Railroad Company; the Pittsburgh and Steubenville 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 Cresson Railroad Co; the Bedford Railroad Company, (between Hopewell and Bedford;) the Tyrone and Clearfield Railroad Company, and the Phillipsburg and Waterford Railroad Company, (between Phillipsburg and Brookfield;) the Tyrone and Lock Haven Railroad Co; the Mifflin and Centre County Railroad Co., (between Lewistown and Readsville;) the Chambersburg and Allegheny Railroad Co., (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 acquired, and to be acquired, and 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 meetings to be called for that purpose, of which notice shall be given, as provided by their charters or by-laws respectively, and bonds, 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 said roads respectively—and the proceeds of all the said bonds so secured, shall be exclusively applied to the said purposes—and the said purchase 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 hereinbefore 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 ends 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 purposes above mentioned upon the section for and in respect to which the purchase is made—and for no other purpose or portion of said road whatsoever—*Provided, however*, That if either of the said Companies shall fail to grade and prepare for bridges, superstructure, and laying of track at least one section of five miles at each of such end of its road within one year—or the whole of their respective roads within three years from the passage of this Act, any such Company so in default shall no longer have any right to demand or require any further purchase of their bonds as aforesaid, and the sums which any such defaulting Companies would have been entitled to demand in payment of their bonds, shall be added pro rata to the purchases to be made of such of the said Companies as shall comply with the provisions of this section.

SECTION 5. That if any Stockholder or Stockholders of any Railroad, Canal or Slackwater Navigation Companies shall be dissatisfied with, or object to any of the provisions of this Act, then it shall and may be lawful for any such Stockholder or Stockholders, within six months after the passage of this Act, to apply by petition to the Court of Common Pleas of the County in which the chief office of the said Companies may respectively be held—to appoint three disinterested persons to estimate and appraise the damage, if any, done to such Stockholder or Stockholders, and whose award, or that of a majority of them, when confirmed by the said Court, shall be final and conclusive. And the person so appointed shall also appraise the the share or shares of said Stockholders in the said Company at the full market value thereof without regard to any depreciation in consequence of the passage of this Act, and the said Company may, at its election, either pay to the said holder the amount of damages so found, or the value of the Stock so ascertained, and upon payment of the value of the stock as aforesaid, the stockholder shall transfer the stock so held by him to said Company, to be disposed of by the Directors of said Company, or be retained by them for the benefit of the remaining stockholders. And all laws inconsistent with the provisions of this Act, be and the same are hereby repealed.

Fort Pickens.

No apprehension need be felt for the safety of Fort Pickens, in Pensacola harbor. A naval officer just arrived in Philadelphia says that Lieut. Slemmer says he can hold it, with his present garrison, against five thousand of the best men that the South can bring. The volunteers that have been threatening to take it have never numbered more than a couple of thousand, and many of these have suffered from sickness, while very few are fit for protracted service, or for undertaking a siege.—The story telegraphed about "a truce," being concluded between Lieut. Slemmer and the State troops, is evidently a mistake. There is no necessity for a truce. Lieut. Slemmer's orders are to defend the fort, not to attack the rebels. No doubt the latter have concluded not to attempt to take the fort, and this they may call "a truce" or an "armistice." But we are quite sure that Slemmer has had nothing to do with it. The Mississippi volunteers, after a few weeks of inglorious service at Pensacola, have gone home, and the Alabama and Florida men alone menace Fort Pickens.—But it is quite safe.

Correspondence Between Ex-Governor Packer and Democratic Members of the Legislature.

The following correspondence between Gov. Packer and the Democratic members of the Legislature has been handed us for publication:

HARRISBURG, Jan. 21, 1861.

HON. W. F. PACKER: *Dear Sir*—The undersigned Democratic members of the Senate and House of Representatives of Pennsylvania, in view of your retirement from public life, after long, faithful and honorable service, beg leave express their high appreciation of your personal worth, and your ability and integrity as a legislator and Chief Magistrate.

They desire further, especially, to assure you for themselves and their constituents of their cordial approval and approbation of your views and sentiments in relation to National affairs, as set forth in your late Message.

In order that an opportunity may be afforded them personally to express their sentiments, they beg you to meet them at the Buehler House in this city, at a dinner to be given at such time as may suit your convenience.

We remain, very respectfully, yours, &c.,

William H. Welsh, H. S. Mott, Jeremiah Schindel, E. Penn Smith, S. Byrne, P. F. Eilenberger, John Manifold, H. J. Myers, Daniel Rieff, H. B. Rhodes, Michael P. Boyer, Patrick Donley, H K Kline, William H. Butler, Henry Dunlap, Joseph Caldwell, Heister Clymer, K. L. Blood, R. D Crawford, C. D. Broadhead, H. G. Leisenring, William Dunn, William Morrison, Thos. E. Gaskill, Wm. C. Lichtenwallner, Jacob Cope, Patrick M'Donough, Robert E. Randall, Thos. W. Duffield, Thomas Osterhout, Charles H. Hill.

WILLIAMSPORT, Feb. 1, 1861.

GENTLEMEN: The kind letter of the Democratic members of the Legislature of Pennsylvania, inviting me to meet them at a dinner, proposed to be given at the Buehler House, in Harrisburgh, at such time as may suit my convenience, is before me, and I avail myself of the first leisure moment, after an absence of a week from home, to acknowledge its receipt. To say that I highly appreciate the complimentary manner in which you are pleased to refer to my official course as a legislator and Chief Magistrate, is but faintly to express the deep feelings of thankfulness and gratitude which it has evoked. Next to the approval of his own conscience, the approbation of the wise and the good should ever be the highest aim of a public functionary; and, while he may not, in the discharge of the many important and conflicting duties devolving upon him, hope to entirely escape censure, it may be relied on with unerring certainty that time will, in the end, record a just judgment.

While circumstances constrain me to decline the acceptance of your friendly offer of a public dinner, I pray you to excuse me, and to accept for yourselves, individually and collectively, the kind regards and sincere acknowledgments of Your friend,

WM F PACKER.

To Heister Clymer, Wm H. Welsh, H. S. Mott, Esq's., and other members of the Legislature of Pennsylvania

JUDGE BARNARD of New York city, has decided that the funds which have been deposited by Mr. Platt in the Park Bank should be placed in the Broadway Bank—the depository selected by Mr. Devlin, the newly appointed chamberlain, who is a director in the latter institution. The amount (upwards of two millions of dollars) was promptly paid by the Park.

THE press generally throughout the State are astonished and indignant at Gov. Curtin's partizan appointment of Commissioners to the Peace Convention. In appointing the whole delegation from the ranks of the Republican party, he has thrown the whole responsibility upon that party, and if they misrepresent the sentiment of the people of Pennsylvania, the consequences will fall upon their own heads.

THE GENIUS OF LIBERTY, published at Uniontown, has been purchased by Col. E. G. Rodey, from Mr. Boyle, the late proprietor, and now is published in quarto form. The *Genius* is a reliable Democratic journal, and has been for years a valuable organ of the Democratic party in old Fayette.

OIL in paying quantities has been found in the Mahoning Valley, at Youngstown, Ohio. On Friday last the Prover Oil Company struck a vein at the depth of 210 feet in a sand stone and at every draft of the sand pump brought up a gallon of pure oil.

BŒRHAVE'S

HOLLAND BITTERS.

PREPARED FROM THE Choicest and most grateful Tonics and Carminatives in the Vegetable Kingdom. Universally approved as a Family Remedy for INDIGESTION, SOUR STOMACH, COLIC, HEART-BURN, HEADACHE, & ALL DYSPEPTIC COMPLAINTS.

The Weak and Nervous should try it.

BEWARE OF IMPOSITION! But one size of the genuine, (half pint bottles) Price One Dollar. Dose, a teaspoonful. See that our name is on the label of every bottle you buy.

BENJAMIN PAGE, Jr. & Co

SOLE PROPRIETORS,

Sold by Druggists generally. Pittsburgh, Penn'a

RELIEF FROM PAIN!

REED'S MAGNETIC OIL STILL holds the reputation it has had for years, of being superior to anything yet known for the following purposes:

Reed's Magnetic Oil cures Spinal Affections;
Reed's Magnetic Oil cures Neuralgia;
Reed's Magnetic Oil cures Weak Joints;
Reed's Magnetic Oil cures Ulcers and Sores;
Reed's Magnetic Oil cures Nervous Headache;
Reed's Magnetic Oil cures Frosted Feet;
Reed's Magnetic Oil cures Fresh Wounds;
Reed's Magnetic Oil cures Swellings;
Reed's Magnetic Oil cures Pains in the Back;
Reed's Magnetic Oil cures Nervous Affections;
Reed's Magnetic Oil cures Ear ache and Tooth ache;
Reed's Magnetic Oil cures Rheumatism;

speedily and permanently, and for all *Accidents* and *Injuries* will relieve pain more rapidly than any other preparation. Sold by Druggists generally, at 25c per bottle. SIMON JOHNSTON Druggist and dealer in CHOICE FAMILY MEDICINES, corner Smithfield and Fourth sts, Sole Agent. ja5 3m

R. R. BULGER,

MANUFACTURER OF

EVERY DESCRIPTION OF

FURNITURE

No. 45 Smithfield Street,

PITTSBURGH.

A FULL ASSORTMENT OF Pittsburgh Manufactured Furniture, Constantly on hand which we will sell at the lowest prices for CASH my23:ly

SELLING

AT

CHARLES GIPNERS,

78 Market Street.

LADIES' WOOLEN HOODS, NUBIAS, Scarfs, Sleeves and Mitts.
Ladies' Lined Kid and Silk Gauntlets and Gloves; Ribbed Cotton Mixed and Woolen Hose.
Ladies' Cotton, Silk and Merino undershirts and Drawers.

EMBROIDERIES.

Setts, Collars, Sleeves, Children's Robes, Infants Jaconett Bands, Ruffling, Edging and Inserting.
Gent's' Silk, Merino and Cotton Undershirts and Drawers; Shawls, Cloth Gauntlets, Gloves, Neck Ties, Scarfs, Collars, &c.

THE ABOVE GOODS WE ARE SELLING

—AT—

GREATLY REDUCED PRICES.

fe6

GLASGOW'S

AMBROTYPE GALLERY,

—IN—

LAFAYETTE HALL,

FOURTH STREET ENTRANCE.

HAVING RE-ARRANGED MY GALLERY, and fitted it up in the most modern style; I am prepared to take Ambrotypes of all sizes and of the finest quality. Intending to devote my whole attention to this class of pictures, I feel warranted in guarteeing satisfaction to my patrons. Prices moderate.

C. GLASGOW,

fe7:lyc No. 84 Fourth street, Pittsburgh.

For Rent,

THE SECOND STORY OF THE BUILDING occupied by W. & D. HUGUS, corner of Market and Fifth streets. It is easy of access, well lighted, and adapted for almost any business. Possession given immediately. Apply to W. & D. HUGUS, se25:tf Corner of Mark and Fifth sts

New Advertisements.

☞SPECIAL LECTURES. A course of SPECIAL LECTURES on PARTNERSHIP CHANGES and SETTLEMENTS, will be given at the IRON CITY COLLEGE, corner of Penn and St. Clair streets next week. Lectures to commence at 2 P. M. each day.

☞Those interested are invited to attend. fe9:1tdaw

LECTURE.

MR. BENTON HALSTEAD, OF CINCINNATI, O., will lecture in the CITY HALL, Pittsburgh, SATURDAY EVENING, Feb 16th, on the RICH MAN AND HIS PECULIAR INSTITUTION. THE POOR MAN AND HIS. Go hear him. Admission 25 cents. fe9:2t

FOR ST. LOUIS.

The steamer SHENANGO, Capt. S. French, on Wednesday, the 13th inst., at 4 o'clock, P. M.

fe9 FLACK, BARNES & CO., Agents.

GENTS', LADIES', MISSES AND CHILDRENS GOAT AND CALF BUTTON —AND— LACE BOOTS, —OF THE— BEST MANUFACTURERS, SELLING AT GREAT REDUCTION ON FORMER PRICES, AT W. E. Schmertz & Co., fe9 No. 31 Fifth street.

BETTER THAN HAVING STRUCK ILE. BY BUYING YOUR BOOTS, SHOES AND GUMS, —AT— J. H. BORLAND'S, WHERE YOU CAN SAVE MONEY and get a good article. Call soon at the CHEAP CASH STORE OF J. H. BORLAND, fe9 98 Market street, 2d door from Fifth.

OIL. OIL. OIL. OIL. TOOLS. TOOLS. TOOLS. FOR BORING FOR OIL AT BOWN & TETTLEY, fe9 No. 136 Wood street,

PEARLS.—25 packages just rec'd and for sale by (fe9) HENRY H. COLLINS.

CRANBERRIES.—12 barrels Prime Cranberries just rec'd and for sale by fe9 HENRY H. COLLINS.

CLOVERSEED.—5 barrels just rec'd and for sale by fe9 HENRY H. COLLINS.

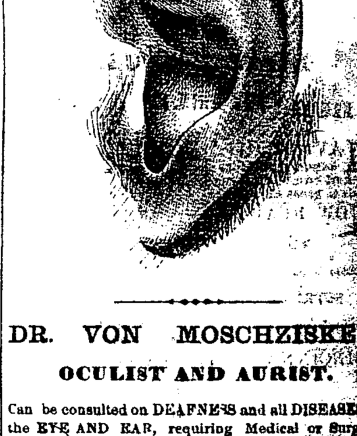
ROLL BUTTER.—1 bbl Fresh Roll just received and for sale by (fe9) HENRY H. COLLINS.

GENTS' AND BOYS' FRENCH CALF DOUBLE UPPER AND DOUBLE SOLE BOOTS, —OF A— VERY SUPERIOR QUALITY, —AT— W. E. SCHMERTZ & CO., 31 Fifth Street, fe9

APPLES. APPLES.—125 barrels prime various kinds, just rec'd and for sale by JAS. A. FETZER, fe9 corner Market and First sts.

DEAFNESS.

EYE AND EAR.



DR. VON MOSCHZISKER,

OCULIST AND AURIST.

Can be consulted on DEAFNESS and all DISEASES of the EYE AND EAR, requiring Medical or Surgical treatment.

The particular attention of those who require Dr. Von Moschzisker's services, is directed to the fact that in order to receive the FULL BENEFIT of his treatment and that he do justice to each case, patients will find it to their advantage to make the EARLIEST APPLICATION. Dr. von M. begs to assure the public that his NEW MODE of treating DEAFNESS which has established his reputation as the only truly successful AURIST in the Union is founded on true scientific principles with experience of years, and extensive practice. His operations on the EYE AND EAR have been witnessed by the best Physicians in the largest cities of the Union, whose names are known throughout the country as public men of the highest standing, who have been under Dr. von Moschzisker's Treatment can be examined at his office. The following from citizens in Pittsburgh, since the Dr.'s arrival, with others, are submitted to the public:

DR. VON MOSCHZISKER has operated on my Ears for Deafness. I take great pleasure in recommending him as a very skillful Aurist, deserving the confidence of all affected with Deafness. ELIZA INGRAM, Chester Township, and 83 Webster street. Pittsburgh, Jan. 29, 1861.

ANOTHER.

DR. VON MOSCHZISKER has operated so successfully on my right EAR, that I most cheerfully recommend him to all persons requiring his services; fully satisfied that they will be benefitted by his mode of treatment for Deafness. JAS. MACKEY, Pittsburgh, Feb. 1, 1861. 269 Penn street.

AGAIN.

My son, a boy 13 years of age, became Deaf after an attack of SCARLET FEVER. Dr. von Moschzisker restored him to his hearing. H. LANGKAMP, Cooper, North-East cor. of Diamond and Market streets, PITTSBURGH, Feb. 6, 1861.

Testimonial given to Dr. Moschzisker by citizens of high standing in New Orleans:

We, the undersigned, citizens of New Orleans and its vicinity, who have been under Dr. Von Moschzisker's professional care, and others who have known him in private capacity, during the last two seasons he has been residing in New Orleans, do cheerfully hand him this Testimonial, that he has proved, in his Professional capacity, a man worthy of the confidence of those who are in need of his skill and services, and a gentleman richly meriting the respect of any community in which he may practice his profession:

GIRARD SMITH, Mayor of the city of New Orleans.
†ANT. BLANC, Archbishop of Louisiana.
J. J. MULLINS, Rector of St. Patrick's.
C. L. KILBOURN, Captain U. S. Army.
T. P. LEATHERS, Captain steamer Natchez.
S. F. WILSON, Chief Editor N. O. *Picayune.*
DURANT DUPONTE, Editor and Manager N. O. *Delta.*
S. HARDY, M. D., Editor N. O. *Bee.*
C. DELERY, M. D., President N. O. Board of Health.
LUCAS POWELL, M.D., A. C. ACKLIN, M. D., ALF. DONALD, M. D. } Prac. Physicians of N. O.
Hon. R. A. HUNTER.
W. PEET, R. BURGESS, J. BAUMILLER, } Merchants N. O.
F. McCULLOCK, Supreme Court N. O.
H. PACKEWOOD, H. O. CAMERON, B. COUSEN, } Planters, Louisiana.

No. 155 THIRD STREET,

BETWEEN SMITHFIELD AND GRANT STS.

Where he may be CONSULTED DAILY, from 9 A. M. to 5 o'clock P. M.

☞ARTIFICIAL EYES INSERTED. fe8

For Rent.

TWO OFFICES ON SMITHFIELD ST. No. 132, near the Post Office. Inquire of H. KLEBER & BRO., ja18 Music Store, Fifth street.

CODFISH.—2,000 prime Codfish, for sale by WM. H. SMITH & CO., 116 Second & 147 Fourth sts