

Democratic Banner.

BY MOORE & THOMPSON.

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TERMS

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POETRY.

For the Banner.

LINES ON RECOVERING FROM A FEVER'S SICKNESS.

A few short days of weeping pain—
The first my clay hath ere sustained;—
The first few hours my life hath fled
While I lay helpless on my bed.
Close shut from next of Heaven's light,
When beautiful spring was opening bright,
It seemed the hardest of my lot, to bear
Confinement from the open air.
And of my restless mind would stray
Along some old familiar way.
To seek what I was wont to share,
Sweet converse with the lovely fair;
And pass, as I have often done,
A happy hour at set of sun.
Not long in these bright dreams I lay,
Ere restless fever claimed her way.
And, like the scorching lava's train,
The fevered current pressed my brain.
But now the scene is changed. I'm almost well.
The joy I feel words cannot tell—
Once more I view the light of day,
And see the bird whose warbling lay
Hath oft beguiled my calmer spell,
While I was lying quite unwell.
Once more I see the lovely flower,
That blossoms by my summer bower.
The landscape, too, once more I view
Bespangled o'er with morning dew,
Refracting still the sunny ray,
Which shows the various tints of day.
The swelling bud has opened wide,
The petals now their calyx hide;
And every passing breeze is filled,
With odours from their cells distilled;
And gushing, as a billow, haves,
It shakes the forest's tender leaves;
And often, ere its force is spent,
The light breeze shows some mellow tint;
Unfolds to view some tiny leaf,
Although the sight of it be brief—
It is to one who seldom sees
Such lovely, beautiful sights as these,
A transport to his fevered mind
Which leaves all thoughts of care behind—
And mounts some loftier, lovelier strain,
Which soars above this world of pain;
And in the transports of its bliss,
Would seek some happier world than this—
Would seek where angels chaunt their lays,
And join with them in Heavenly praise.

But ah! too soon—too soon, alas!
The mind fits back to what is past;
And still awhile it needs must stay
A toffement of this mortal clay.
Nor let it e'er repose at what
A wiser Being makes its lot.
But—somehow I have got astray
From that which first I did essay
To pen in rhyme for your perusal—
And, lest it gets a flat refusal,
I'll bring my story to a close,
And ask the reader, if he knows,
Or ever knew, or heard, or read,
In all the ways of life he's led,
A Heart-sick, Head-sick, Love-sick swain,
Who, once cured up, was sick again!
If so, perhaps my hopes and fears
May yet give cause for flowing tears.
But if they do, I'll bot a fop
I sip the nectar from her lip.
Yet still, what e'er my chances seem,
I'll hand it o'er in rhyming theme.
NOMINUS UMBRA.

Extracts from the Speech of Col. Bigler.

IN SENATE.—On the Bill granting the right of way to the Baltimore and Ohio Railroad Company, to extend said road to Pittsburg.

(Concluded.)
It is to be observed that from Tussey Mountain to the Bald Eagle Ridge, the country is almost a plain, gradually rising towards the Bald Eagle Ridge, and contains the inexhaustible beds of Hematite iron ore, which have given to Juniata its pre-eminence in the United States. The Bald Eagle Ridge is a low range accompanying the Allegheny. It seems to be chiefly composed of loose or rubble stone. It must be pierced by a tunnel 50 yards long, to a ridge which runs out from its western side, dividing the waters of the Little Bald Eagle Creek running into the West Branch of the Susquehanna. Another remarkable ridge juts out from the Allegheny directly opposite, leaving a ravine between them called 'The Hickory Bottom,' one-half of a mile wide. This can be easily crossed by an embankment 50 feet high. Thence up the ravine of Merriman's run, across the new road between the Allegheny and Moore's Ridge; thence until the line strikes Miller's Run in Miller's gap; thence by a tunnel 1800 yards long to the head of the Cold Stream; which tunnel will be 490 feet lower than Portage Railroad Summit, and 452 feet lower than 'Sugar Gap.' The elevation of this summit of the Allegheny above the 'Loop,' is exactly 1100 feet, and the distance by the route described is 22 miles. Therefore, the grade would be 50 feet to the mile, and there need be scarcely a curve in the line. The writer wishes to be understood. These facts are stated after the fullest examination; and he desires that they shall be suited by surveys on the ground.

From this point, this writer proposes to diverge North with a branch of the road to Erie, and South with another branch to Pittsburg, and discusses at some length, the probable location of both. I am confident, Mr. Speaker, from my own knowledge of the country, that a favorable location from the Cold Stream to Erie, can be attained. The country presents no obstacles that cannot be readily overcome.

This route would, I have no doubt, follow the waters of the Mushanon Creek, to a point at or near Philipsburg; from thence it would pass to the waters of the Clearfield Creek; which stream it would follow to the Susquehanna river, thence up the river to the mouth of Anderson's Creek; thence up Anderson's creek to the waters of the Sinnemahoning; thence across the Summit to the Little Clarion; thence by the Little Clarion to the Clarion; thence up the Clarion to the route of the Sunbury and Erie Railroad, near the town of Ridgway. The main stem of this grand Road, to the Summit, at Cold Stream, according to this writer, would be 118 miles in length, the Pittsburgh branch 110, and the Erie branch 107 miles; making in all, but 395 miles of railroad, yet to be constructed; to connect Philadelphia with both Pittsburgh and Erie. This, Mr. Speaker, is a most magnificent scheme; one, sir, that would place Pennsylvania where God and Nature intended her to be, in advance, in point of wealth and prosperity of all her sister states.

The construction of these roads, or either of them, would place Philadelphia beyond the reach of her commercial competitors; would improve, enrich and populate all the counties through which they would pass—develop the resources of a vast region of the state, now comparatively lost for want of avenues to market—throw wealth into the Treasury of the commonwealth, and add greatness and grandeur to the whole state. Philadelphia you can, and if you are wise and watchful of your true interests, you will construct this great work. Can you not do it? How can New York construct a road over 450 miles long, from that city to Dunkirk on Lake Erie? How can the city of Baltimore construct 400 miles of a more expensive road to the Ohio river? Mr. Speaker, I believe it is susceptible of demonstration that as a mere matter of dollars and cents, Philadelphia ought to construct these roads. Her capitalists and property-holders would be amply compensated in the increase of business which it would bring to her merchants, and in the enhanced value of her property. It is time, sir, for Pennsylvanians to be awake on this subject. Whatever the fate of the bill now before the Senate may be, I cannot think that Philadelphia will sink into inactivity upon this question. She has too much at stake in it, to admit of the idea. Nor, sir, will the enterprise, pride and patriotism of the people of that great city, and of the balance of the State agree, that for all time to come the intercourse and commerce between the Atlantic and the Great West shall be thrown round our State on the North and on the South, when nature intended that it should pass through the heart of our own commonwealth. Philadelphia has natural advantages over all her commercial competitors, and her citizens have too much pride to allow these advantages to be lost for want of improvement, or to permit them to be more than neutralized by the ambition and enterprise of surrounding States. Inactivity will not do for her. She must not depend upon her competitors to build rail roads, to bring western merchants and western produce to her markets. The advantages of mediums of intercourse with the back countries to eastern cities, cannot well be overrated. If, sir, you wish to see the fate of a city, on the seaboard, neglecting to connect herself with the back countries by railroad, canals, &c., you have but to look at the dilapidated city of South Amboy, that was founded before New York; at Gloucester, on the sand shores of New Jersey, that was founded before Philadelphia; at Annapolis, that was founded before Baltimore, and Jamestown and Norfolk, founded before Richmond.

But, sir, I now desire to present some evidence that the construction of these railroads would not only build up Philadelphia, populate and enrich the whole state, but that capitalists making investments in the stock of this work, would be rewarded by handsome dividends. To do this, it is necessary to notice what experience has already established in reference to railroads. To illustrate the difference in the cost of construction, the amount of business transacted and the profits realized between European and American railroads, I will read some extracts from 'Herapath's Railway Journal,' containing a history of one of the English roads, and exhibiting a view of the New York rail roads; extending from Albany to Buffalo:

The most profitable road in England, is the Stockton and Darlington. It cost £2,000,000—\$10,000,000, for 43 miles, and nets its stockholders in regular dividends 15 per cent. per annum, derived principally from the carrying of upwards of 800,000 tons of coal annually, and is £250 for £100.

That an idea may be formed of the cost, travel, and traffic, over some of the English roads, we take the following from the half-yearly returns of the Great Western, extending 119½ miles from London to Bristol, with which are connected 102 miles of branches. The whole was completed at an outlay of 7,455,600. The Great Western alone with motive power and station houses, cost 6,746,500; of this amount the following are some of the

principal items. They must astonish our American readers, particularly the legal and parliamentary expenses to procure the charter, engineering and land charges.

(Here follows a table, which, for want of figures, we are compelled to omit.)
From this table, it will be perceived, the expenses in parliament to procure a charter, with law expenses, cost \$8,202 per mile; engineering, \$6,533; cost of land for road-bed, or right of way, \$15,860 per mile—a sum that will construct a good railway in the United States; the grading and superstructure, cost the inconceivable sum of 4,022,450! or equal to \$205,100 per mile. The whole cost \$32,732,600, or \$272,770 per mile.

The last semi-annual dividend to July 1, 1845, was 4 per cent. or 8 per cent. per annum. The news of this dividend was carried from Bristol to London stock-holders in two hours and thirty-five minutes, or at the rate of 45 miles per hour. The usual time to Exeter, 195 miles—Express line—is four and a half hours.

(Here follows several tabular statements which we are also compelled to omit, for the same reason.)
The whole cost of 367 miles, 43,577,348!—equal to \$157,560, per mile. The other short roads varying in their dividends from nothing up to 8 per cent., the average dividends on 2,000 miles of road that have cost 60,000,000, yields about 5 per cent. dividends while the enhanced value in the market is not short of \$200,000,000.

From the annual reports of the Massachusetts Railways, for the year 1845, I find that upon the Lowell road a net income of \$177,025, or nearly ten per cent. on its capital was realized—on the Maine \$132,954 or about seven per cent. upon its paid up capital—on the Providence \$187,807, or over ten per cent.—on the Worcester \$237,726, or a shade over eight per cent.—on the Eastern \$283,309, or over ten per cent.—on the Nassau \$64,680, or thirteen per cent.—on the New Bedford \$48,823, or twelve per cent.—on the Norwich \$50,079, or eleven months, or four and a half per cent.—on the Taunton \$15,647, or six per cent. after the purchase of new engines, new depot, &c. On the Western road the net earnings were exclusive of interest, \$142,848 upon a cost of \$7,741,754, or nearly six per cent.—On the Fitchburg, to Feb. 1st nearly ten per cent. for that year.

You will perceive by these facts Mr. Speaker, that all the principal roads of Europe, and the United States are paying handsome dividends, and that those dividends are increasing with great rapidity. Notwithstanding the inconceivable cost of the European railroads, they still pay profitable dividends. The Great Western road in England, at the cost of a similar road in America, would pay a dividend of not less than thirty per cent. annually. All this goes to prove that railroads will increase in business, and value, in this country in the same ratio that the population become dense. The land rights and privileges for a railway in this country are now obtained, at a mere nominal value. The day will come, when these things will be considered of much more importance. The following estimates of the increase of population in this country, and the proportion of business that would be transacted by a railroad connecting the Eastern and Western waters, through the State of Pennsylvania, are partially taken from an address recently issued on this subject, by H. K. Strong, Esq. and others, and partially prepared by myself.

Six years ago the number of passengers carried over the Philadelphia and Columbia Road was about 100,000; it is now reduced to about 50,000, and this number is made up mostly of Pennsylvania travel. Within the same six years, the travel between the East and the West has increased from 400,000 to 800,000. The construction of a continuous railroad will bring back the travel, and the amount will exceed every calculation. We have now about 20,000,000 of people in the United States, and the centre of this population, still moving westward, has reached the Allegheny mountain. What the power to sustain and give profit to railroads will be before sixty years have elapsed, may be seen from the following startling calculations:

(Here follows another tabular statement which we omit.)

I am perfectly aware, Mr. Speaker, that I subject myself to the criticisms of the incredulous, and that I may be looked upon as visionary in submitting such a flattering picture of the future. But, if gentlemen will compare the present with the past—if they will but recur to the condition of our own state 40 years ago, they will find reasonable data upon which to calculate "our country's future." I recollect of reading some time last winter, the closing paragraph in, I think, the last message of Simon Snyder, in which that sagacious and virtuous statesman, presents to the general assembly, as a gratifying evidence of the great prosperity and onward progress of this commonwealth, the fact, that a Bridge had been built over the Susquehanna at Columbia—that it had been commenced and completed in the short space of three years.—That another Bridge was being built over the same river at Berwick—that a turnpike road was wending its way through the southern line of counties towards Pitts-

burgh, which bid fair to become one of the most prosperous towns in the State; and that another turnpike road was in progress from Philadelphia through Reading, towards the North. The days of Snyder, Mr. Speaker, seem to have but barely gone by. The recollection of that good man, and his virtuous policy as a statesman, is still fresh in our minds; and yet, if any man in his day, had pictured in his imagination the present condition of the country, as being attainable by the year 1846, he would have been laughed at as a visionary enthusiast—and would have been much more likely to have had a place assigned him in an Insane Asylum, than in the councils of the government. No man then imagined that in 1846, the State of Pennsylvania would be chequered over with railroads and canals, and that the single county of Schuylkill would have some 200 miles of railroad lying within her small limits.

Philadelphia, notwithstanding, Mr. Speaker, has reason to be alarmed in reference to her future welfare. She is being hemmed in on all sides. And what alarms Philadelphia, ought to alarm the whole State—for what interests the one, greatly concerns the other. On the south, Baltimore is stretching forth her iron arms towards the Ohio. On the north, New York and Boston are extending their gigantic limbs to meet those of Baltimore in the West; and thus the commerce of our metropolis is to be hemmed in, smothered and crushed. Let her rise in her might and she can place these machinations at defiance. Let her imitate the enterprise of Boston. This prosperous commercial city is now enjoying much of the trade of the lakes, as a reward for her great energy. She early saw the importance of connecting herself with the lake country; and it was with this view that she constructed her Worcester railway, and then her Western railway, to the New York line. Then she sent her delegates to Albany, to procure the right to connect with the public works of New York.—These gentlemen were instructed to pay to the Yorkers, that they had no idea of doing much business, but then it would be a nice thing to bring up some of their oysters, fish and clams in the winter, to exchange for the beef, pork, vegetables, &c. of the Yorkers. These arguments prevailed. The Bostonians obtained the right of connection, but they soon forgot the small oyster business, and during the last year, they carried off near 100,000 tons of produce and goods, together with a very large number of passengers—and the road is paying handsome dividends; and real estate in Boston, has advanced sufficient to pay for the whole cost of construction.

The importance of connecting the Ohio and the lakes with Philadelphia is incalculable. To say nothing of the impetus which the expenditure of so large an amount of money would give to business in the interior, it is of importance to every mechanic, laborer, every merchant, every farmer or owner of real estate in the city of Philadelphia or in the interior or western part of the State. This magnificent scheme, if once accomplished, would develop the vast mineral resources of the northwestern part of the State. The forests of pine timber, the inexhaustible mines of coal and iron with which that region abounds, would be brought into use. Our hills and valleys would be made to yield up their riches. The forests now occupied only by the noble elk, the fleet deer and the ravenous wolf would be subdued, the soil cultivated, and the population increased. The weary foreigner forced from his native land by the density of population, when on his way to the Far West would be arrested by the inducements presented in our own unoccupied territory. He would settle on these lands, uncover the mineral wealth of the earth, cause the forest to blossom as the rose, and add population and wealth to the State. Let the rail road be constructed, and the first Iron-Horse that courses over it, as he snorts and thunders on his way to the west, will speak prosperity to the surrounding country.

Let Philadelphia construct one or both of the roads to which I have referred, and the efforts of her competitors will be futile. The efforts of the little State of Maryland on the South, or even of the great granite on the North, will fail to grasp her business. She will then have assumed her proper position. She will have effectually secured her own interests, and have enriched, populated, and added grandeur and glory to the whole State.

Mr. Speaker, I have now done, and if I have marked out for myself a course in reference to the subject now before the Senate, that may prove injurious to the country, I shall always at least, have the consolation to know that the error was one of the head and not one of the heart.

It will afford sweeter happiness in the hour of death to have wiped one tear from the cheek of sorrow, than to have ruled an empire—to have conquered millions, or enslaved the world.

Murmur not at Providence. Examine thyself and thou wilt acknowledge that thy lot is better than thy deservings.

'I'm laying down the law,' as the client said, when he floored his counsellor.

For the Banner.

Masses. Editors.—Permit us, through the columns of your paper, to correct some glaring and barefaced assertions which appeared in the postscript of a letter published in the Pennsylvania of the 9th of March. The author of the letter would wish people to believe that his only object was to refute some misstatements made, by "an old friend of Centre county, concerning the vote on the sale of Liquors in Clearfield county, that prompted him to write; but we believe that his zeal for slander and insulting the good people of Morris township, was far greater and more acute. Like an honest dog that goes far from home to kill sheep, he sends his letter to Philadelphia to have it published, subscribing himself "A Lover of Truth"—fearing, if he should publish it nearer home, and sign his real name, he would be detected and justly reprimanded.

From the tenor of the letter, we understand that this "Lover of Truth" resides in Morris township! As he did not give us his name, and we being sort of yankees, we take the liberty of guessing who and what he is.

We guess, in the first place, that he is an Englishman.

We guess, in the second place, that he has attended all the elections of late, wanting every office in the township, and two or three at a time, but can never even get to be Fence-praiser.

We guess, in the third place, that he is the very man who was formerly employed as school teacher, receiving \$20 per month salary, standing a good part of his time in school cross-legged at his desk, pursuing his own studies and neglecting those of his scholars.

And in the fourth and last place, we guess that he has a tolerable education; but we do not guess that he is a man of a good intellect, or sound judgment, or even possessing a sufficient share of common sense.

The following is a copy of the Postscript:

"While the pen is in my hand, I would bring another subject to your notice, viz: our Common School System? Perhaps you can do something for us here! We want the law amended so as to have a Superintendent appointed by the Court of Common Pleas, agreeably to the recommendation of the Secretary of the Commonwealth. As it is, the law is actually oppressive, by the manner in which it is here carried out. I will endeavor to state to you how it is carried out in this township. Six men are elected Directors, two of them cannot vote their own names, the others a remove ballot. They choose among themselves a President, Secretary, and appoint a Treasurer; they employ their own boys, (young men), or friends, never have them examined, give them salaries of \$18 per month, all alike. Their maxim is to raise their own teachers, (very near Nativeism), and to exclude strangers requiring higher salaries. Hence we have teachers who are in every particular incompetent and disqualified. On this subject alone is our township divided; we can at the election unite on any other subject. Some children are never sent to these schools, because of the total unfitness of the teachers, though their parents have to pay their school tax, or be distressed. I must quit a writing—I fail in descriptives. The school business is far worse here now than I have pictured to you. These directors combine, get two of themselves re-elected, the money chiefly finds their own pockets, if it do cost some hard words or a knock down. They get the wood chopped for the schools, make bills of contingent expenses, pass them, draw orders for themselves on the Treasurer. These bills and charges are not allowed to be examined by the Auditor, their business being with the Treasurer, to balance his books. The minority may, I suppose, in such a case, sit down, talk about Oregon or go to Texas."

As peaceable citizens, we do not wish to generate strife and discord, but we wish to appeal to the public that we know when we are falsely and maliciously slandered and faulted, and that we have spirit and energy sufficient to confront our jealous, hearted enemies. The first thing we wish to notice is, this "Lover of Truth" wishes the editor of the Pennsylvania, (living in Philadelphia), to do something for us here in Clearfield. We should infer from this that the "Lover of Truth" does not consider the people of Clearfield as capable of self government—though he says "Morris township is always unanimous in every thing else," yet he wishes the editor of the Pennsylvania to have a Superintendent appointed to oversee our common schools. He supposes we do not know what we want, or how to do it.

He says, "six men are elected directors." This is true—they are legally and lawfully elected by a large majority. "Two of them," he continues, "cannot write their own names." This is utterly false. "The rest," he adds, "a remove ballot." This is barefaced.

The men who compose the board of school directors in Morris township are all men of good sound judgment and deportment; most of them are sufficiently educated to transact any ordinary business of life, and nearly all of them have held the highest offices of trust in the township, the duties of which they have discharged with the greatest fidelity. "Again he says, 'they employ their own boys (young men) or friends, giving salaries of \$18 per month.' We see nothing wrong in pursuing this course. If our young men are sufficiently qualified, they are just the ones we should engage, if we give them salaries all alike. (They never have them examined,) says he. Our young men and friends, who are employed as teachers in Morris, are more strictly examined than those strangers requiring the higher salary of twenty dollars per month ever were. These ignorant and illiterate directors, and incompetent and disqualified boys, have sufficient knowledge of orthography and orthoepy, to know that 's o o d' does not pronounce 'o o d'—nor 'w o m a n' does not pronounce 'o o m a n'—nor 'o i f' does not pronounce 'o i f'—nor 'e n e m y' does not pronounce 'e n e m y'—nor 'h o t' does not pronounce 'h o t'—nor 'h e e l' does not pronounce 'h e e l'. We are all willing, to employ the best teachers possible, and on reasonable terms as we can get them. We wish our teachers to use a good dialect; keep good hours; practice a good system; be attentive; to our chil-