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I WOULD RATHER BE RIGHT THAN PRESIDENT .- HENRY CLAY.

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Welch Independent-REV. LL. R. POWELL, Pastor .- Preaching every Sabbath morning at o'clock, and in the evening at 6 o'clock. ath School at 1 o'clock, P. M. Prayer

TURING AND MINING INTER-ESTS OF PENNSYLVANIA :--HOW CAN THEY BE PROMO-TED? HOW CAN THE INTERESTS OF PENNSYLVA-NIA BE PROMOTED?

The most serious and interesting topics, concerning both the honor and interests of the Commonwealth, are those which relate to commercial communication, the development of our vast natural resources, and our traffic, domestic and foreign.

It is proposed in this paper to present to the people of Pennsylvania a plan for the removal of the existing obstructions to the further development of their resources, and the opening of the incalculable but still hidden treasure of the State.

nation of all men whose sober sense can or party."

be made for developing our resources, and | taxation as means of impairing efficacy, he | road. of the Commonwealth, by which our en- and banish road inakers as intolerable nui- all freight carried over the road; and this, tire State debt will be speedily extin- sances. This is the absolute reign of ig- notwithstanding the Pennsylvania canals guished, without resorting to increased norance and selfishness. taxation of any kind, and all the internal of our people at minimum rates.

affairs, it is impossible to carry a pound of are built, towns and cities spring up.- mile.

could have been bold enough to propose scribed vast sums of money to turnpikes rivalry of New York on the north, and leading to the West. Her Franklins, Maryland on the south. Morris, Clymers, M'Keans-all the fathtonnage duty was ventured on.

lives by himself and for himself. Sole | considered it desperate.

improvements of Pennsylvania be placed axe resounds through the forest, the first away by instant desire and expecting upon an equality, without restrictions to blow has been struck for intelligence and speedy relief from the Legislature, was

THE COMMERCIAL, MANUFAC- levying a duty on freight would have been the Baltimore and Ohio railroads were be- \$375,000, so that the Pennsylvania Rail- of the people. scouted as a public enemy. The policy of gun, and again the alternative was presen- road so far from injuring the State works WHAT IS THE TRUE POLICY OF THE STATE PENNSYLVANIA especially, indicated the ted to Pennsylvania of surrendering her was the sole means of giving them any wisdom of her founders. In the first material prosperity, or of constructing a value whatever as a source of profquarter of the present century, she sub- railroad, competent to meet the ardent it.

By this time, from causes over which and often discordant motives. This case

had always been operated at a sacrifice of a tax on the freight business of the for- whole. When the ring of the wood-chopper's money, was the charter, which, carried mer of five mills per ton per mile.

KANDAK I

Few laws, however, affecting large iners of her freedom, founders of her great- we throw the charity of silence, our people illustrates this truth. For, while protecness-had passed away before the modern were heartily sick of all public works of tion of the canal was the ostensible, and contrivance of taxing civilization by a improvement by the Commonwealth. To with some the real motive, for imposing pass a bill through the Legislature for tax on the railroad freight, it was but the The differences between the savage and making a railroad by the State from Phil- specious seduction of a false pretence, the We ask for it the dispassionate exami- or by passion in war. His wants are few, parts of the State, of almost every condi- the rest in process of construction, the because his knowledge is limited. He tion of life, and to the prudent counsels of right of way, through the south-western icy. truly test the questions presented ; and its needs, for his frequent travel, only the the city and districts of Philadelphia, and section of Pennsylvania, for a branch of adoption or rejection according to its ab. sun, the stars, the course of streams, to the county of Allegheny. These persons that road from Cumberland to Pittsburg. solute merits, apart from prejudice, passion | guide his steps. Roads and intercourse | and corporations subscribed enough to | This, and the project of our own road, are inconsistent with his wild indepen- commence, and by the subsequent aid of were rivals in the legislature, and extra-

it is unjust. If it is unjust, the State, by On the 21st of April 1846, when the continuing it, violates its duty, by disre-Baltimore act was approved, Harrisburg prevent them from moving the property intercourse, The work proceeds, houses accepted by the projectors of the enter- resounded with the boisterous aclamations garding the fundamental basis of all legitand barns appear, fields and pastures teem prise. This tax, modified by subsequent of the Marylanders, who, aided by the innite legislation. We find that in the present position of with grain and cattle, school and churches legislation, is now three mills per ton per mistaken views of some of our own citi-There are many railroads, canals, turnizens, had laid this great Commonwealth | pikes, plank roads and common roads in freight from the East to the West or the During all of this, another process has It was said that the tonnage tax was at the feet of a comparatively feeble pow. Pennsylvania. On no one of them, with West to the East, at the actual cost of been going on, at once dependent upon imposed to protect the cana's, and, indeed, er. It was exultingly proclaimed that one exception, save that from Pittsburg to transportation; but that the Common- and aiding the progress of man from his as the original tax was only to be levied now our western fields, mines, forests riv- Philadelphia, is any special tax imposed. Calvinistic Methodist-REV. Jours WILLIAMS, wealth, having taxed the Pennsylvania lowest to his highes: condition-creation from the 10th day of March to the 1st day ers and the lakes were all a commercial Many of them have been the recipients of railroad company, not only on its proper. of means of intercourse-building bridges, of December, that is, while the canals were part of Maryland, and that the products the bounty of the State; none but those open; but tonnage was free of duty all the and people of that region were tributary mentioned have burthens imposed upon Without these facilities there cannot be | rest of the year, that is, while the canals to the growing greatness of a rival, supe- it.-Pennsylvania levies tribute on her own ready communications, which are essential were closed; it is plain that this was the rior in enterprise and energy. They for- Whether the tonnage duty falls on the citizens for the privilege of using their to social combination, without which, con- ostensible reason for laying this tax, and got an element of Pennsylvania character producer, the consumer or the transporter, centration of effort is impossible. All re- it is equally clear that as the canals, so far never obtrusive, but never wanting when it is a duty paid only on this single line. finement results from this union of many, as any interest of the State is concerned, demanded; solid, steady strength of will, As it is paid by no other line, this road, HOW AND WHY THE TONNAGE TAX WAS in their several parts, for the comfort and are now, since their sale, never open, that which, once aroused, moves with silent which is taxed, is not on an equality with the sole reason for the law has ceased .- effectiveness; sometimes slow, but always those other lines which are not taxed. It As early as 1784, GENERAL WASHING- But it could only effect this by increasing sure to accomplish its work. This feeling is the special and single instance of deparis separated from the valley of the Miss- TON wrote to Governor Harrison, in antic- the expense of transportation by railroad is accompanied by that liberality which, ture from a general and wholesome policy. issippi by the Apalachian Mountains, a | ipation of the trade of the West and the to a rate exceeding that on the canals; is willing to give to all our people and all It is the laying of a burthen, grievous to natural boundary better defined than those competition for it: "A people who are thus defeating the very object for which our people and all our neighbors every be borne by our citizens who pay it, bewhich divide some of the independent na- possessed of a spirit of commerce, who see the railroad was made. The laws of trade reasonable facility not inconsistent with cause exceptional, discriminative and ad-12 o'clock, A. M. tions of Europe. Two generations ago, and will pursue their advantages, may are absolute and selfish. No man would the commercial equality which political verse. some wise men thought that a substantial achieve almost anything. In the mean- use either the canals or railroad, unless it justice demands. Fair play for all par- If it came out of the Treasury of the union between these several parts could time, under the uncertainty of these un- was his interest, and, if legislative incum- ties is the old fashioned Pennsylvania Company, it might be asked whether the not long be continued, and in others, am- dertakings, they are smoothing the roads brance compelled charges greater than doctrine; almost unimpaired save by the State should depend for revenue upon a bitious projects were based on the suppo- and paving the way for the trade of the those on other available lines, those lines burthens on the business of the Pennsyl- corporation created for other purposes; whether the State should impose a virtual West. In fact, they presented marked the same, no person who knows the tem- had no alternative-our own people on the The obstructions placed on our own penalty for the doing of that, to promote contrasts in the most material particulars per, genius, and policy of these people line of transport-would be compelled cus- Company failed of at least one of their the common prosperity, which she herself -climate, soil, productions, channels of can harbor the smallest doubt. Common tomers, but merchants and others from the objects. The stock was subscribed and was unable or unwilling to do, though its communication, origin of the inhabitants, policy, therefore, points clearly and strongly West, who had a choice, would go where the road was built, through the heart of necessity was admitted; whether it would to the propriety of our enjoying all the ad- they were best and most cheaply served. Pennsylvania, notwithstanding this com- be fair to take from the stockholders of the Company, who have already lost, at HOW THE TONNAGE TAX OPERATES. the present market value of the shares, - After much difficulty had been success- over-twenty per cent. of their cash investbut the barriers erected by nature still other States as well as this, and every man who had an eye single to his own service, fully encountered, thanks to the energy of ments, other sums, involving further loss? If the tax is paid by the consumer, an Speedy settlement of the West would the land or a manufacturer of such articles another-negro porter or sovereign State, and the wisdom of many corporate bodies, inquiry arises whether it is the interest of probably have been fatal to the unity of as are prompted by necessity, such stimu- he considered them alike as common car- and especially of the City of Philadelphia | the people to pay what is, in effect, an exand the county of Allegheny, the road cise duty on the products of the soil, the But we need not pursue this topic, for was built and the effect of the tax on ton- mines, the manufactures, on what they cat, wear and use. So far as diminution of the revenue of | If the producer is the victim, he may The reasoning then, if sound before, the State, from her improvements, was complain that what makes the public had, logically, a reverse application. If concerned, all apprehension of injury wealth, should be relected for invidious the object of the tax on the railroad was proved to have been unfounded, for while discrimination; that he, on whom rests sought the rich alluvial and lime-stone tion of the Erie Canal gave New York to protect the canals no the canals were always a cause of loss, the the feeding and clothing of others, should soils of the West, and infused its own such supremacy, that Pennsylvania was longer needed protection, the tax should revenue from the Columbia Railroad, the pay for the privilege of performing these restless and resistless energy into the compelled, in self-defence, to enter, on a cease, because the reason for its imposi- only portion of the public works which essential functions. slumbering colonists whom they found large scale, upon the construction of ca- tion had ceased. Especially is this view ever paid, was largely increased by the How can Pennsylvania ask for protecscattered on the margins of the streams. nals, and subsequently of railroads. Thus sound in this case, inasmuch as the rail- construction of the Pennsylvania Railroad, tion of her industry, by a discriminating These emigrants carried also to their new our State debt expanded to forty millions. road company having purchased the canals insomuch that the Canal Commissioners foreign tariff, when she imposes special homes recollections of those which they Our canals, free from taxation, lost for they could not need protection against admitted the fact in their annual report of domestic taxes on transporters, farmers, had left, and all the wholesome prejudices the State, many millions of money while themselves, and the canals and railroads 1852, and Governor Bigler declared in his manufacturers, miners, producers, consuof their early training. The ties of birth competing with those of New York for the having now a common owner, a tax on message to the legislature in 1853, "The mers, carriers of almost every class, who and breeding, undivested by change of commerce of the West; as is evident from one was a tax on both, and thus, what net profits of the Columbia Railroad for use the chief channel of communication. residence, impelled them to desire, to con- the fact that the State debt continually in- was pretended to have been orginally im- 1852 have nearly doubled the amount of traversing her territory from the east to trive, and finally to accomplish, means of creased, while the very year after the Main posed as a virtual premium to the canal, the net revenues from the other branches the west? Let her do justice to her own citizens before she asks for favors from On the other hand it was found that the | others.

TONNAGE TAX. Taxes were not dreamed of. He who more injuriously affected by railroads. revenue they now produce since, and by monwealth, and consequently enhanced The Erie and New York Central and reason of their sale an annual revenue of value of property and increased prosperity

IN REGARD TO THE TAX ?

This question is easily answered if justice to all her citizens, and the security of their interests be admitted to be the terests are passed except from different very objects for which government is constituted.

ITS INJUSTICE.

States, equally with individuals, are bound by the moral code; neither can violate it with impunity. The greatest glory of government is to do JUSTICE to the citizen arise from, or tend towards, adelphia was impossible. The extremity result chiefly of hostility to Ponnsylvania all men of the world, because truth, and separation of individuals. The former was admitted to be embarrassing-some interests. It will be recollected that du- justice reigned supreme in all their acts. ring the session of 1846 the legislature | On this soil, consecrated by Penn to virdespot of his solitary family, he knows no For extrication from this difficulty we was distracted by the attempt to procure tue, it is needles to demonstrate that juscommunity of interest or action, except as are indebted chiefly to the mingled pride for the Baltimore and Ohio Railroad, tice is the infallible test of interest. Our sometimes impelled by hunger in the chase and patriotism of many citizens in various part of which was then in operation and early prosperity proved that in nations, as in individuals, honesty is the best pol-

Justice supposes EQUALITY before the law; uniform protection of the citizen by the State, uniform contributions by the citizen to the State, perfect impartiality It is believed that an arrangement can dence. Improving on the slow process of loans, to complete the Pennsylvania Rail- ordinary as it may seem, the same Senate on the one side and cheerful obedience and House of Representatives which char- on the other side. The duties-protecthus increasing the values of vast portions would at once destroy what he disapproves, The charter contained a clause taxing tered the Pennsylvania Company also tion, impartiality, contribution, obedience gave full corporate rights to the Maryland are reciprocal, each the consideration of Company in our territory, and imposed another, all constituting a harmonious

If, therefore, the tonnage tax is unequal,

meeting on the first Monday evening of each much; and on every Tuesday, Thursday ad Friday evening, excepting the first week is each month.

Pator .-- Preaching every Sabbath evening at tand 6 o'clock. Sabbath School at 10 o'clock, 1. M. Praver meeting every Friday evening a 7 o'clock. Society every Tuesday evening ull o'clock.

Duciples-Rev. WM. LLOYD, Pastor-Preachgevery Sabbath morning at 10 o'clock. Particular Baptists-REV. DAVID JENKINS, stor .- Preaching every Sabbath evening at o'clock. Sabbath School at I o'clock, P. M. Cutholic-REV. M. J. MITCHELL, Pastor -Services every Sabbath morning at 10% o'clock ad Vespers at 4 o'clock in the evening.

EBENSBURG MAILS.

MAIJS ARRIVE.

fastern, daily, at 12 4 A. M. Western, " at MAILS CLOSE. 7 o'clock A. M. Bastern, daily, at 7 " A. M. Western, " at 10 The Mails from Butler, Indiana, Strongsawa, &c., arrive on Thursday of each week, 45 o'clock, P. M.

Leave Ebensburg on Friday of each week, 48 P. M.

The Mails from Newman's Mills, Cartown, &c., arrive on Monday, Wednesday ad Friday of each week, at 3 o'clock, P. M. Leave Ebensburg on Tuesdays, Thursdays ad Saturdays, at 7 o'clock, A. M.

Post Office open on Sundays from ⁰ o'clock, A. M.

RAILROAD SCHEDULE.

WILMORE	STATION	Š.,
West-Express Train le	eaves at	9.37 A. M
" Fast Line	- 44	10.09 P. M
" Mail Train,	11	3.16 P. M.
But-Express Train,	14	8.10 P. M.
" Fast Line,		6.39 A. M.
" Mail Train,	44	10.04 A. M.

COUNTY OFFICERS.

Judges of the Courts .- President, Hon. Geo. or, Huntingdon ; Associates, GeorgeW. Sasley, Richard Jones, Jr. Frothonotury .- Joseph M'Donald. Register and Recorder .- Edward F. Lytle Sheriff .-- Robert P. Linton. Deputy Sheriff .- William Linton. Dutrict Attorney .- Philip S. Noon. County Commissioners .- Abel Lloyd, D. 7 m, James Cooper. Clerk to Commissioners .- Robert A. M'Coy Frequerer .-- John A. Blair. "" House Directors. - David O'Harro, thael M'Guire, Jacob Horner. Poor House Treasurer .- George C. K. Zahm. Poor House Steward .- James J. Kaylor. Mercantile Appraiser .- H. C. Devine. Auditors .- Henry Hawk, John F. Stull. n S. Rhey. County Surveyor .--- E. A. Vickroy. oroner .- James S. Todd. Superintendent of | Common Schools .- T. A.

whices of the Peace .- David H. Roberts, rison Kinkead. Burgess .- Andrew Lewis. Town Council .- William Kittell, William K. per, Charles Owens, J. C. Noon, Edward soemaker. Clerk to Council .- T. D. Litzinger. Borough Treasurer .- George Gurley. Weigh Master .- William Davis.

ty, but on its business, the company makes | making roads, &c. that business pay this tax, so that, in fact,

own road. Let us enquire then

LAID.

The Atlantic slope of the United States customs, manners, language, laws.

remained.

the lands drained by the Mississippi and an equal footing with our neighbors.'

surplus population in the East, which of our northern neighbors. The compleing to their width, trails or roads.

But all knew and said that there must To accomplish this gigantic result, private ture legislatures. But the degislative or obstruction on all other articles of traff- churches, cemeteries, charitacle institutions be roads across the mountains. The high- capital was then incompetent. The evil declaration of public policy, and of what fic, especially on our peculiar products, thousands of our fellow-citizens, merchants, ways of a country are sure tests of its civ-ilization, and measure its progress as a enterprise was tolerated, rather than incur School Directors .- Edward Glass, The seese S. Lloyd, John J. Lloyd, Morris thermometer indicates temperature. The the impending and greater evil of loss of ed the canals and conflecting railroads.- but one, and the chief, certainly was a But the Company is not the chief sub-Erans, Thomas J. Davis. Treasurer of School Board-Evan Morgan. history of the roads across the Alleghenies commercial equality or ascendency. An implied moral obligation therefore natural reluctance in the legislature to ject of injury, for it has, measurably, the The acts for a canal destroyed the value rests on the legislature to carry out to the part with what they thought certain and power of self-protection. It can put up Constable .- George Gurley. is the history of the prosperity of the Taz Collector .- George Gurley .people. In the great and beneficent work of stock in competing turnpike lines, and extent of their power, the intentions of apparent revenues, and the inability in its local rates to the full legal limit, Ammor.-Richard T. Davis. of opening these means of intercourse, the Commonwealth lost large amounts their predecessors of 1857, by repealing many to extend their mental horizon far and thus altogether avoid the loss of the Judge of Election .- Isanc Evans. this tonnage tax, and the more so, inas- chough to see the fallney which preferred tax, by placing it all on its local customers, States and citizens cordially concurred .- | which had been thus invested. htpecture .- John S. Rhey, John J. Evons. No short sighted selfishness threw obstruc-tion in the way. Bounties were offered. As turnpikes were partially supplanted much as while the main line, under State a present gain, to the greater good of the in the shape of increased charges for trans-by canals, after a while canals were still management, never yielded a dollar of net development of the resources of the Com-portation. If this has not been done it. The ALLEGRANIAN-\$150 in advance.

convenience of all.

sed discordant interests of the East and western world. That New York will do would alone be employed. These who vania Railroad. MR. JEFFERSON's far-reaching wisdom, vantages which nature and our local situation | The necessities of the Commonwealth, bined opposition. removed, by the purchase of Louisiana, afford us, and clearly evinces that unless protection of property, her dignity, supremthe chief source of political discordance; this spirit could be totally eradicated in acy, legislation, could not move the trader

the Republic. Fortunately, the unfitness lus should be employed as will force this riers. of the French and Spaniards for rapid col- spirit, by showing to our countrymen the onizing of the country, combined with superior advantages we possess beyond minor causes, delayed the improvement of others, and the importance of being upon

its tributaries, until time had developed a Time developed this predicted rivalry ier than the pack horse, slowly and pain- disadvantage of political management was it. fully toiling ten to twenty miles a day over common to both States; and as our officers The Legislature which directed the tax operated so as to impair the power of Let us briefly consider the position of

be made to become either a cultivator of and cared no more for one transporter than our people, the liberality of our capitalists

all argument drawn from the canals ended nage became manifest. when they were sold.

communication easier, cheaper, and speed- Line was sold, it began to decrease. The became ultimately an actual burthen to of the public works."

the rude paths which were called, accord- were not less honest and competent than sale of the main line of the public works, the Pennsylvania road fully and fairly to each of these three classes. theirs, the loss on canals is to be imputed recognized this view by providing, that compete with her rivals, the Baltimore

and still but infancy-destined to supplant partially developed the powers of the com- that this was too broad, inasmuch as it bition, except under special circumstances. thousand people of Philadelphia, the citithe ferocious savage and the contented monwealth, and secured her position as a amounted to alienation of State sovereign- The legislature exempted coal and humber zens of the County of Allegheny, insus trading and manufacturing community .- ty, and was void as a contract to bind fu- in 1855, but it still remains a prohibition rance companies, mutual benefit societies, Frenchman.

AS TO THE COMPANY.

What is this Corporation ? So, also, with land owners and explorers. to their peculiar construction and disad- if the Pennaylwania Railroad Company and Ohio and the New York Central and They saw the boundless treasures of the vantage of management, notwithstanding became the parchasers, they should, un-virgin soil, anticipated the time when this the rates then charged were higher than der certain contingencies, be forever dis-to any such burthen, and it was found, physical abstraction, or fabulous monster, EBEXSBURG BOR. OFFICERS. profuse bounty of Providence would be- those now charged on competing lines .- charged and freed from the tonnage tax also, to act as a partial and unjust tax on but an association, bound together by law, come available for man, and predicted the But the policy which projected and execu- and all other taxes, with certain specified domestic transporters. for a vast and beneficient public object .--mighty empire-now millions on millions on millions ted these works was sound. Public credit exceptions. The Supreme Court held On some articles it operated as a prohi- The associators are the seven hundred