

evinces the moderation of its manage- ment.

AS TO THE CONSUMER.

In fact, the tonnage duty operates injuriously to the consumer, either by increasing the cost to him of all articles carried over the road, by compelling the freight to pay the tax, or by diminishing the supply in the market, of articles which cannot afford to bear this imposition.

This argument addresses itself with peculiar force to Philadelphia. This city invested five millions in this road, and one of the chief objects was that her people might enjoy, at cheap prices, the surplus products of the superabundant agricultural portions of Pennsylvania and the West. The State steps in and forbids this. She diminishes the supply and increases the expense. The citizen, man or woman, rich or poor, who buys a barrel of flour must pay, 1st, its home value; 2d the actual cost of transport; 3d a tax to the Commonwealth; 4th, the extra price consequent on withholding from the market that portion of produce which cannot afford to pay the tonnage duty. Thus of four items, which go to make up the actual cost to the consumer, two are the result of an artificial political intervention in violation of the universally received principles of political economy. The third item, the tax itself, amounts on every car load of nine tons of flour, grain, stock, iron, or any other property carried from Pittsburgh to Philadelphia, to seven dollars and fifty-six cents. The fourth item, is not susceptible of arithmetical calculation. But, considering the vast and luxuriant grain-growing and stock-raising States of the North-west, and their independent choice of the taxed road of Pennsylvania and the free roads of New York and Maryland, and the continually accumulating cost of carriage as distance increases, it may be fairly assumed that the enhanced value from diminished supply is at least equal to the direct tax.

The effect is precisely the same as the French octroi, against which every American who goes to Paris, vindicates his republicanism, by denunciation of the tyranny which, at the gates of the city, levies a duty on the necessities of life. Our democratic exaction is worse than the imperial tribute, not only because we ought to know better and can afford to be honest but because it is general, while the latter is confined to articles of food.

AS TO THE PRODUCER.

Still more onerous is this tax on the producer. We refer now to Pennsylvania farmers, miners, iron-masters, manufacturers; of those, within our own borders who till the ground, or extract its hidden treasures, or give increased value by labor to raw material. Over these, at least, there should be no license of oppression. They obey the laws, support the government, are our brethren, bone of our bone and flesh of our flesh. Yet we undertake now to demonstrate that on every one of these most useful citizens who sends his produce either east or west, or sells it to any one who ships it on the Pennsylvania Railroad, a tax, unjust, because unequal, is levied by the legislation of the State.

Of all men, farmers may speak plainly on this point, because all farmers should know and feel, from costly experience, the invidious degradation to which they are subjected by this tonnage tax. They expect to raise more on their farms than they consume. They look to the superfluous products for the comforts of life, for reasonable indulgence in the amenities of society, for decent breeding of their children. Our citizens have a right to this, for their land is good, the climate is healthy and they work hard.

But this superfluous produce, to be available, must find purchasers, and, as there are few purchasers at home, they must seek a distant market. The course of trade is eastward. Commonly they sell what they can spare, and buy what they need, in eastern localities. Sometimes this is done directly, sometimes indirectly, by the medium of dealers to whom they sell, and storekeepers from whom they buy. But it is all the same in effect, because on all alike this tonnage tax is laid.

Surely they, at least, are not unreasonable in declaring that they expect to get just the price of the eastern market for their produce, after deducting the expenses, and that they just as much worse off than they have a right to be, in proportion as these expenses are greater than they ought to be. But if the State intervenes and forces them to pay a tax on their crops, which is not paid by people generally, and makes a difference between them and their fellow-citizens elsewhere, it is unfair.

This is exactly what is done by the tonnage tax, by which every ton of freight which goes over the Pennsylvania Railroad has to pay tribute to the State Treasury. It is a tax exclusively levied on those who by their geographical locations, are compelled to use it. The people everywhere else, who transport on any other railroad, or by canal, turnpike, or any other mode of conveyance, throughout the State, are free from any such charge. Almost every county in the State has some public improvement, and all persons send their property on these improvements, for whatever the cost of the freight alone is.

They may well say we want no special privileges, but we believe we should not bear special exactions. We ask no favors, but we demand our rights. The money which the Commonwealth requires ought to come from all men alike, or in proportion to their property; and as he who uses this road gets no more protection than

others, he ought not to pay more for it.— We know that what the citizen gives the State is for the protection the State gives the citizen. This being the real object for which the government was formed, the moment our rulers go beyond this, they practically depart from their legitimate functions, and do great injustice to their constituents.

The States of Maryland and New York, so far from laying any taxes on their roads, do all they can to aid them, and there is no tonnage tax whatever; on the contrary, they have given them millions of dollars. Of course, if the Pennsylvania Railroad charged the foreign freight with the tax, and compelled its payment by increasing the rates for transport, they could not expect to get any of it, because strangers, independent in their selection of routes, and governed only by their own interests, would not willingly pay this road more than they could get their business done for on the other and rival roads competition compels the Pennsylvania Railroad either to abandon the through business or to do it as cheaply as roads which are not taxed. They have done so, and thus, and thus only, retained Pennsylvania's fair share of the foreign trade. In adopting the course they acted under the eminent counsel, who have given opinions that the tax is unconstitutional. If the foreign freight cannot be made to pay the tax, it continues at least on the domestic traffic, which thus suffers a serious embarrassment, created by our own law.

The situation of farmers is especially hard. They are taxed for the privilege of taking to market and selling the results of their toil, their wheat, oats, corn, rye, hogs, horses, and cattle. Having sold them and put the money in their pockets they either buy molasses, sugar, coffee, tea, cloth, muslin, hardware, &c., and pay another duty to take them home, or they bring their money home and buy these articles from the country storekeeper, who of course charges them, besides ordinary profit, with the tax which has been already paid on the goods, in addition to the actual cost of transportation, and has enhanced their nominal, though not their real value to the precise extent of this extra expense. Thus a tax is paid both ways. It is not simply a duty of three mills per mile, but a duty each way of this amount; in fact, the State by this operation forbids the farmer to realize the results of his labor, unless on payment to her of two ingeniously contrived exactions.

What is true in respect to the farming interest, is equally true in regard to all the interests within the sphere of the malign influence of this tax.

The same rigid rule applies to all the mining, manufacturing and industrial classes, and all groan alike under this common oppression. There is community of suffering, and there should be unity of effort for relief.

WHAT IS THE TRUE INTEREST OF THE STATE?

Having thus proved the inequality of this tax, and considered its effect on transporters, consumers and producers, we recur to the general question, already partially answered—What is the true interest of Pennsylvania?

No reasonable man will deny that the public burthens ought to bear a just proportion to the means of those on whom they are imposed. Income taxes should be graduated by wealth; taxes on property should be regulated by its value. To charge land in Elk County, worth only one dollar per acre, the same tax as land in Philadelphia County, worth one thousand dollars an acre, would be universally admitted injustice. It would be confiscation of the former and immunity to the latter. To compel him who has an income of one hundred dollars, to pay as much as one having an income of one hundred thousand dollars, would be revolting to the sense of right.

To the extent to which it operates, this very thing is done by the tonnage tax— for there is no discrimination arising from a difference of value. A ton of silver and a ton of iron pay the same duty. It is either too little for the former or too much for the latter. As the most useful commodities are most bulky and weighty, and articles of luxury are generally the least so, this tax is effective chiefly on the necessities of life, and, by consequence, it is most oppressive to those least able to bear it.

It is impolitic, therefore, not only in itself, but because of its adverse operation on the traffic, and the citizens least competent to endure its pressure. Directed mainly against our domestic products, it is not, nor could it have been, designed by its secret contrivers or innocent supporters to be a fair measure, either of revenue protection. Nothing but the explanation, already given, of how it came to be laid, will account for its violation of the plainest principles of political economy.

The only real means of securing public prosperity is by industrious development of natural resources. The great instruments of material progress are agriculture, culture, mines, manufactures, and commerce,—each amply possessed by Pennsylvania.

Here nature has lavished, with generous profusion, her richest gifts, concentrating in a high degree, every source of individual prosperity and national wealth. Here is an EMPIRE, complete within itself, self-sustaining, independent; a country equally adapted for agriculture, manufactures and commerce, and abounding in mineral treasures; a climate neither warm enough to enervate, nor so cold as to prevent all cultivation suited to a temperate region; commanding alike the communications of

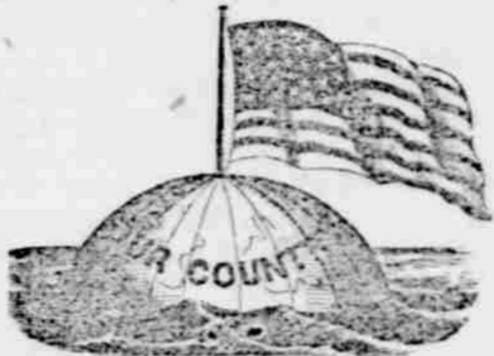
the Atlantic and the Mississippi; inhabited by patriotic, industrious and virtuous citizens.

Such a country and such a people are worthy of the most enlightened legislation. Taxes upon trade, obstruction of intercourse, discouragement to industry, intrusion by government into private interests, legislative meddling in individual enterprise, all formerly universal, have been almost everywhere abolished, because proved by experience to be of the most mischievous tendency, paralyzing the citizen, and thereby damaging the State.

The independent man is always the most powerful, because, each person being the best judge of his own interest, untrammelled effort must be the most effective. A nation is but an aggregation of individuals; wherefore, what promotes the prosperity of each, secures the prosperity of all. It has been shown that the tonnage tax does interfere with individual industry, preventing realization of its legitimate reward; that it enhances the cost of the necessities of life; that it retards production and diminishes the fair fruits of labor, operating thus to the double disadvantage of producers and consumers. It follows that this private detriment is public loss, and therefore inconsistent with enlightened legislation, the ruling idea of which is FREEDOM, both political and personal.

[CONCLUSION NEXT WEEK.]

The Alleghanian.



RIGHT OR WRONG. WHEN RIGHT, TO BE KEPT RIGHT, WHEN WRONG, TO BE PUT RIGHT.

EBENSBURG.

THURSDAY FEBRUARY 21.

The bill to grant \$50,000 to the Kansas sufferers has passed the New York Legislature.

The Sunbury and Erie Railroad bill, and the bill for the repeal of the Tonnage Tax, have passed the House of Representatives. The vote for the Sunbury and Erie bill was—yeas, 72; nays, 26. Vote on repealing the Tonnage Tax, yeas, 60; nays, 38.

We begin this week the publication of an ably written paper on the subject of the Tonnage Tax. It will be completed in our next issue, when we may have something to say on the subject on our own account. In the meantime, let our readers give this much a careful perusal.

The Douglas Convention met in this place on last Saturday afternoon, and appointed Cyrus L. Pershing, Esq., as Senatorial delegate, and R. L. Johnston, S. R. Keeme and Edward R. Dunnegan, Esq's., as Representative delegates to the Loco-Foco State Convention that meets at Harrisburg to-day.

No interruption of any kind occurred during the counting of the electoral votes last Wednesday. Precautionary arrangement had been made to prevent obstruction of any kind, and the conspirators wisely abandoned their purpose of attempting to raise a disturbance. Abraham Lincoln and Hannibal Hamlin have been declared President and Vice President of the United States, in presence of the assembled Houses of Congress, and the country can now breathe freer.

Right Again.

Last week's Mountaineer, in a short article for our especial benefit, gives forth that John H. Douglass, Esq., Chairman of the Douglas Democratic County Committee of Cambria county, is a Breckinridge Democrat, and not, as we supposed, a Douglas Democrat. We are sorry if we have in any way compromised Mr. Douglass by placing him in a false position before the people of the county, but the mistake, to say the least of it, was a natural one. Chairman of the Douglas Committee, and at the same time a Breckinridge man—that seems to us to be a queer sort of political masquerading.

But, talking of 'aid and comfort,' Mountaineer, are you aware of the fact that you have been throwing that benighted body of patriots, the Breckinridge wing, several large crumbs of comfort? To instance: In the first place, you speak of them as "mutineers in the Democratic camp;" then you say that the Chairman of your County Committee is a Breckinridge man; and to crown the whole, we are informed that he is a "firm and consistent supporter of the usages of the Democratic party"! So we see that some good can come out of Nazareth.

The President En Route.

Mr. Lincoln's journey toward Washington city is more like a triumphal march than anything else. Everywhere on his route he is met by crowds of people, who testify their admiration of the man in every conceivable manner. He has made a number of speeches, one of which—delivered at Indianapolis—we here give:

FELLOW-CITIZENS OF THE STATE OF INDIANA: I am here to thank you much for this magnificent welcome, and still more for the very generous support given by your State to that political cause which I think is the true and just cause of the whole country and the whole world. Solomon says, "There is a time to keep silence," and when men wrangle by the month, with no certainty that they mean the same thing, while using the same word, it perhaps were as well if they would keep silence. The words "coercion" and "invasion" are much used in these days, and often with some temper and hot blood. Let us make sure, if we can, that we do not misunderstand the meaning of those who use them. Let us get the exact definitions of these words, not from dictionaries, but from the men themselves, who would represent by the use of the words. What, then, is "coercion"? What is "invasion"? Would the marching of an army into South Carolina, without the consent of her people, and with hostile intent toward them, be invasion? I certainly think it would be "coercion;" also if the South Carolinians were forced to submit. But if the United States should merely hold and retake its own forts and other property, and collect the duties on foreign importations, or even withhold the mails from places where they were habitually violated, would any or all these things be "invasion" or "coercion"? Do our professed lovers of the Union, but who spitefully resolve that they will resist coercion and invasion, understand that such things as these on the part of the United States would be coercion or invasion of a State? If so, their idea of means to preserve the object of their great affection would seem to be exceedingly thin and airy. If sick, the little pills of the homœopathist would be too large for it to swallow. In their view, the Union, as a family relation, would seem to be no regular marriage, but rather a sort of free-love arrangement, to be maintained on passionate attraction. By the way, in what consists the special sacredness of a State? I speak not of the position assigned to a State in the Union by the Constitution, for that by the bond we all recognize. That position, however, a State cannot carry out of the Union with it. I speak of that assumed primary right of a State to rule all which is less than itself, and to ruin all which is larger than itself. If a State and a county, in a given case, should be equal in extent of territory and equal in number of inhabitants, in what, as a matter of principle, is the State better than the county? Would an exchange of names be an exchange of rights? Upon what principle, what rightful principle, may a State, being no more than one-fiftieth part of the nation in soil and population, break up the nation and then coerce a proportionally larger subdivision of itself in the most arbitrary way? What mysterious right to play tyrant is conferred on a district of country with its people by merely calling it a State? Fellow-citizens, I am not asserting anything. I am merely asking questions for you to consider. And now allow me to bid you farewell.

The President arrived at Pittsburg on Friday evening, where he was welcomed by an immense outpouring of the people. He made an excellent speech the next morning, after which he was escorted to the Allegheny city depot, where he took the cars for Buffalo. Thence he proceeded to Albany and New York. To-day he leaves for Trenton and Philadelphia, and to-morrow (Friday) he will visit Harrisburg.

Mr. Hamlin En Route.

Mr. Hamlin, the Vice President elect, accompanied by his wife, left Bangor on Monday morning, on his way to Washington. He was escorted to the depot by thousands of his fellow-townsmen, who cheered and bade him farewell. Previous to the starting of the train, Mr. Hamlin responded in a brief address, as follows: "I go to discharge the official duties which have been conferred by a generous people, relying on Divine Providence. I trust that this confidence shall never be betrayed. I know full well that dark clouds are looming around the political horizon, and that madness rules the hour, but I am hopeful still. Our people are not only loyal to the Government but are fraternal to all its citizens, and when in practice, it shall be demonstrated that the Constitutional rights of all the States will be respected and maintained, by following the paths illumined by Washington, Jefferson and Madison, may we not reasonably hope and expect that quiet will be restored, and the whole country advance in a career which will elevate man in his social, moral and intellectual condition."

The Mountaineer says that it is not likely that Douglas or Breckinridge will run for the Presidency again. Which nobody will deny.

Cambria County.

CHAPTER XXXII.

Johnstown—Continued.

I have not the census table of 1860 before me, but believe the whole population of Johnstown and her surroundings to be some 8,500,—enough certainly to entitle her to a city charter. Of this I would estimate the population of Johnstown proper at 3,500, Conemaugh borough at 1,200, Kernville at 600, Cambria City at 1,000, Millville at 800, the remaining portion of the population being in the precincts.

The Pennsylvania Germans originally preponderated in Johnstown;—but now the inhabitants are as heterogeneous a mass as can be found in any town of like population in the country. Foreign Germans compose a large portion of the town—are to be found in every part of it, and are engaged in every branch of business carried on within its limits. Natives of Ireland compose a large proportion of the inhabitants of Conemaugh borough, Cambria City and Millville, while many are found in Johnstown proper. A large number of Welsh, chiefly engaged in or about the Rolling Mill, inhabit the lower part of Johnstown, Millville and Cambria City.

The greater portion of the officers and artisans connected with the Rolling Mill are Americans by birth, who reside in Millville and that part of Johnstown which is nearest to their place of employment.

The general rule in regard to the increase of cities and towns is, that they spread or increase up the stream. This rule has been exemplified in the history of almost every city. In Johnstown, owing to local causes, this rule of population has been reversed.

I have stated that Johnstown, being the point of intersection of the Pennsylvania Canal and Allegheny Portage Railroad, received a great impetus when the "Main Line" was completed. The transshipment of goods from the cars to the boats, and vice versa, gave employment to many hands, depot buildings sprung up, each transportation line had its warehouse, and a rapid increase in population in the upper part of Johnstown was the natural consequence.

This impulse was soon checked, however, by the improvements of "Agitator," John Dougherty, who obviated the necessity of unloading and reloading, by his Portable Car Body Boat system. This system avoided all transshipments. A railroad car, filled with merchandise at Philadelphia, on arriving at Columbia, was hoisted from its body by tackle into a canal boat adapted to the purpose, which, filled with these cars, proceeded to Hollidaysburg, where, by the same means, they were placed on car bodies; and again removed at Johnstown in the same manner into a boat for Pittsburg.

But this was not enough for the Agitator. He had succeeded in running cars on the canal—he must needs run boats on the Railroad. Accordingly, his famous section boats were his next invention. This was to construct a boat in three or four sections, each section water-tight and perfect in itself. By the use of trucks on the Railroad, this system was rendered perfect. Thus, the three or four sections composing one of these boats, placed on as many trucks, arriving at Johnstown from the East, were lifted from their trucks by tackle, secured together by claps, and thus assuming the shape and appearance of a single boat, proceeded onwards to its destination.

I need scarcely state that these innovations in the carrying business were injurious to the prosperity of this portion of Johnstown: but a still more severe stroke awaited her. This was the total abandonment of the Old Portage, caused by the increased facilities afforded by the Pennsylvania Railroad, and the construction of the New Portage.

This gave Conemaugh borough a backset from which she has never entirely recovered. The depot buildings have been demolished; the warehouses have gone to wreck; and those engaged in the shipping and forwarding business have turned their attention to other pursuits.

In the meantime, below Johnstown, THE CAMBRIA IRON WORKS had been erected, and were soon followed by the JOHNSTOWN FURNACE, and not long after this, the laying out of CAMBRIA CITY. This gave a downward tendency to the town, and hence, for the last few years, the chief increase of Johnstown proper has been downward toward the "Point," as it is called, or the confluence of Stony creek and Conemaugh; while Millville and Cambria City have been entirely built up since that time.

JONATHAN OLDBUCK. MONROES, Feb. 21, 1861.

Subscribe for THE ALLEGHANIAN.

NEW ADVERTISEMENTS.

VALUABLE REAL ESTATE FOR SALE.—The subscribers will sell at public sale, on the premises, on Tuesday, the 5th day of March next, at one o'clock, P. M., a certain lot of ground, situated in Ebensburg, borough, late the property of Major David Evans, dec'd., having thereon erected two frame dwelling houses, and sundry other improvements, now in the occupancy of Mrs. Harriet M'Gaughey.

TERMS OF SALE.—The one-third in hand, and the balance in two equal annual payments, to be secured by bonds and mortgage. Possession will be given on the 1st day of April next. For further particulars apply to either of the subscribers.

D. H. ROBERTS, E. ROBERTS, Executors of David Evans, dec'd.

SHERIFF'S SALE.—By virtue of a writ of Vend. Exponas, issued out of the Court of Common Pleas of Cambria County, and to me directed, I am now to be exposed to Public Sale, at the Court House, in the borough of Ebensburg, on MONDAY, the 4th day of MARCH next, at one o'clock, P. M., the following real estate, to wit:

All the right, title and interest of John Lantree of, in and to a piece or parcel of land, situated in Susquehanna township, Cambria County, adjoining lands of Francis Bessy on the east, south and west, and by Zerk Lantree on the north, and other lands of the decedent, containing Eleven acres, more or less, having thereon erected a one and a half story frame house, frame carpenter shop and a saw mill, in good repair, about five acres of which are cleared. (unoccupied.) Taken in execution and to be sold at the suit of J. Moore & Son.

R. P. LINTON, Sheriff. Sheriff's Office, Ebensburg, February 14, 1861.

NOTICE.—All persons are hereby notified not to purchase, or in any way meddle with a certain team of horses, wagon and harness; also, all the pine timber, including a lot of square timber, about six thousand feet, standing or lying on a certain piece of land situated in White township, Cambria county, on which L. A. Warren now lives, as the said property belongs to me, and is left with L. A. Warren, subject to my disposal at any time. SAMUEL HEGARTY. Glen Hope, Feb. 7, 1861.

SELLING AT COST.—

The subscriber is now selling at COST his stock of goods, consisting in part of Ladies' Shoes worth \$1.50 at \$1.00, " " " 1.25 " 80, " " " 1.12 " 80, Men's Boots " 4.25 " 3.50, " " " 4.00 " 3.00, " " " 3.75 " 2.75.

All boots and shoes at the same reduction. Trunks worth \$6.00 at 4.00. Holiday horses worth \$2.50 at \$1.75. Sleds " 1.00 " 50. Children's shoes " 1.25 " 87. Carbon oil lamps " 1.75 " 1.00. " " " 1.75 " 50. Queensware, Notions and Groceries at cost. E. J. MILLS. Ebensburg, Feb. 7, 1861. if.

REGISTER'S NOTICE.—

Notice is hereby given that the following accounts have been passed and filed in the Register's Office of Cambria county, and will be presented for confirmation, to the next Orphans' Court of said county, to be held at Ebensburg, on the first Monday of March next, to wit:

- The supplemental and final account of James Bender, Administrator of Patrick Casey, deceased. The account of Peter Dougherty, executor of Rosanna McLaughlin, deceased. The account of Peter Huber and Catherine Westrick, executors of Andrew Westrick, deceased. The account of Jacob Burgoon, executor of Lewis Cassidy, deceased. The partial account of Catherine Cassidy, executrix of Lewis Cassidy, deceased. The first account of Joseph Cronk, administrator of Godfrey Garmann, deceased. The first account of Charles Bliestine, administrator of John McCloskey, deceased. The final account of Charles Bliestine, administrator de bonis non, of John Jacob Meyer, deceased. The second and final account of David Hill, administrator of Jeremiah Hite, deceased. The fourth account of John Dibert, administrator cum test. annexo of John Dibert, deceased. The account of Francis Bearer, administrator of James Driskell, deceased. The first and final account of Simon Workland and Peter J. Little, executors of W. Mansfield, deceased. The second partial account of Jane Rodgers, (late Jane Makin) executrix of John Makin, deceased. The account of John Roberts, trustee for the sale of the real estate of Adam Cover, deceased. The first and partial account of Milton Jones, administrator of Thomas Jones, (Jackson) deceased. The final account of James Stewart, administrator of William Duncan, deceased. E. F. LYTLE, Register. Register's Office, Feb. 2, 1861.

C. T. ROBERTS,

CLOCK AND WATCHMAKER.

And Dealer in

CLOCKS,

WATCHES,

JEWELRY,

FANCY GOODS,

MUSICAL INSTRUMENTS, NOTIONS, &c.

The subscriber begs leave to announce to the citizens of Ebensburg and surrounding country, that he has just received a large and new stock of CLOCKS, WATCHES, JEWELRY, MUSICAL INSTRUMENTS, FANCY GOODS, NOTIONS, &c., &c., which he offers very cheap. The public are invited to call and examine his complete assortment, as he considers it no trouble to show his goods, even if he fails in making a sale. Store-room on the Diamond, opposite Thompson's Hotel. By strict attention to business, he hopes to merit and receive the patronage of a generous public. Give him a call, and you will get bargains.

Clocks, Watches, Jewelry, Accordeons, &c., repaired on short notice, with neatness and dispatch. All work warranted, and charges low. [Oct. 13, 1860.]

COURT COMMENCES ON MONDAY, 5TH MARCH, NEXT