EBENSBURG, PA., THURSDAY, FEBRUARY 28, 1861.

Bethel Station, Joseph S Mardis, Blacklick.

Chess Springs, Danl. Litzinger, Chest.

Fallen Timber, Isaac Thompson, White.

J. M. Christy,

H. A. Boggs,

Wm. Gwinn,

E. Wissinger,

Wm. Ryan, Sr.,

B. M'Colgan,

Wm. Murray,

CHURCHES, MINISTERS, &c.

Preaching every Sabbath morning at 104

ing every Thursday evening at 6 o'clock.

Presbytecian-Rev. D. Harbison, Pastor .-

Welch Independent-REV. LL. R. POWELL,

Pastor .- Preaching every Sabbath mouning at

ing every Sabbath morning at 10 o'clock.

and Vespers at 4 o'clock in the evening.

Eastern, daily, at

Western, 4 at

at 5 o'clock, P. M.

Pastor .- Preaching every Sabbath evening at

2 c'clock. Sabbath School at I o'clock, P. M.

EBENSBURG MAILS.

MAUS ARRIVE.

MAILS CLOSE.

ber The Mails from Butler, Indiana, Strongs-

town, &c., arrive on Thursday of each week,

Catholic-Rev. M. J. MITCHELL, Pastor -

A. Durbin,

Wm. M'Gough,

Ebensburg

Gallitzin,

Hemlock,

Loretto,

Munster,

Pershing,

Roseland.

Sonman,

Sammit,

Wilmore:

Plattsville,

Johastown,

Mineral Point,

St. Augustine,

Scalp Level,

Summerhill,

Benjamin Wirtner, Carroll.

John J. Troxell, Washint'n.

Mrs. H. M'Cagne, Ebensburg.

Francis Clement, Conem'gh.

Andrew J. Ferral Susq'han.

George Courad, Richland.

Miss M. Gillespie Washt'n.

Andrew Beck, S'mmerhill.

G. W. Bowman, White.

Gallitzin.

Washt'n.

Loreito.

Johnstwn.

Conem'gh.

Munster.

Clearfield.

Washt'n.

Croyle.

DIRECTORY.

TED?

PREPARED EXPRESSLY FOR "THE ALLECHANIAN." LIST OF POST OFFICES. Post Masters. Districts. Joseph Graham, Yoder.

[CONCLUDED.]

If this were the oppression of a few, it would be impolitic and unjust; but affecting, as it does, directly or indirectly, about one-half of the entire population of the Commonwealth, the wrong is monstrously magnified in extent, though not in kind.

This species of wrong is, of all others, the most mischievous; for, as intercourse is at once the chief cause and consequence of civilization, obstruction of intercourse strikes at the highest and dearest interests of the human race. That imposts on transport tend to diminish exchange of commodities, cannot be disputed. This is what Pennsylvania does by the tonuage tax, and in this respect, therefore, her laws inflict enormous evils on her people

This taxation has not even the solfish excuse that it is levied on strangers, or that it is commercial hostility to foreigno'clock, and in the evening at 3 o'clock. Sabbath School at 1 o'clock, A. M. Prayer meet- ers, or that it is for protection against competition from abroad. It is directed Methodist Episcopal Church-REV. J. SPANE, against our own citizens, violates commer-Preacher in charge. Rev E. H. Baird, Aseial axioms, protects only rival routes thro' sistant. Preaching every Sabbath, alternately other States, stabs the vitals of domestic at 101 o'clock in the morning, or 7 in the evening. Sabbath School at 9 o'clock, A. M. prosperity.

Prayer meeting every Thursday evening at 7 PETECTIONS TO THE REPEAL OF THE TAX. We are met, at the outset, by the ob- common prosperity. jection that the acceptance of the charter formed a contract between the Company meeting on the first Monday evening of each | and therefore that it ought not to be repealmonth: and on every Tuesday, Thursday ed.

and Friday evening, excepting the first week Calcinistic Methodist-Rev. John Williams. as forbidding subsequent legislation, it finances, demanded, the re-imposition of social and commercial communications of cluding tonnage tax, of at least \$2,700,000, ments of the Commonwealth, the whole Pastor .- Preaching every Sabbath evening at | can only be on the double assumption of | the tax-neither of which arguments ap- | the nation. 2 and 6 o'clock. Sabbath School at 10 o'clock, the infallibility of the legislature of 1840, ply in Pennsylvania but it was said, in | For if this power of incumbrance or increased payments of the Pennsylvania from August 1, 1857, to the following A. M. Prayer meeting every Friday evening and their prospective power to bind all reply: at 7 o'clock. Society every Tuesday evening succeeding legislatures. It is, in short, Disciples-Rev. Wm. Lucyo, Pastor-Preach- an afterthought, investing more mortals of enlightened statesmanship to force inoperative. If the Constitution is inop- dered certain that a payment of more than with omniscience and omnipotence. As through our State and into its metropolis crative, the States stand on their original \$800,000 can be made in 1861, and that Particular Baptists-Rev. David Jerris, this cannot be, the subject is to be exam- these screams of Western merchandise, sovereignty is, in nature as amount may be increased yearly, as the ined, like any other, on the ground that and to aid our channels of communication in name, supreme. It knows neither law principal of the debt decreases, the tournage tax is not excepted from the in diverting it from rival lines by a fosconstitutional powers of the legislature, tering legislature, instead of so crippling member of the Union may declare a des- gradual process of payment of the State Services every Sabbath morning at 104 o'clock but that the legislature of 1861 is competour our own roads as to drive this trade away potism over all the rest in reference to all debt, by the surplus revenue: tent to the performance of all its functions; from us; for it is as absurd to suppose that subjects by which their respective citizens | Starting on the 1st of January, in short, that it is an open question of the human heart can carry on its pulse- are brought into contact. public policy and private justice. Such tions, sending blood through all its chan- Pennsylvania, by the tonnage duty, 12 o'clock, A. M. was the view taken by the Supreme Court, nels to the extremities, as that the marts levies a tax on all the goods and products report for 1859, it appears that who declared in the Main Line case that of the State can remain wealthy or retain of all the other States cast and west, pass | the revenues from all sources the repeal of the tonnage tax or any other channels of trade are strangulated or dried on every State in which they are consumed. Expenses of Governmenttax, whenever the legislature, in the ex- up. ercise of their discretion, shall think proper to pass such a law."

Leave, Ebensburg on Friday of each week, The Mails from Newman's Mills, Car- pany, on this very subject, namely in the and without from lines having different burthens equal to or exceeding those which tolkows, &c., arrive on Monday, Wednesday acts of 1848, of 1855 and of 1857.

and Friday of each week, at 3 o'clock, P. M. Leave Ebensburg on Tuesdays, Thursdays Post Office open on Sundays from 9 people interested in their completion or depreciate our property in value, the peo- they may do. In asserting the legality

Canal. The Pennsylvania Railroad was ing a market." 1st day of December, 1851."

York Central, just released from the ton- to the Pennsylvanians of 1861. tax, and the New York and Eric and Balequality with all other roads in this Com- require combination of all the States with usury of a loan. monwealth, in order that the people along which our Railroads communicate. For the line directly interested may be bene- instance; all the lines leading from the But we proceed to show that an arthe line directly interested may be bene- instance: all the lines leading from the fitted by lower rates for transportation, Scaboard to the Ohio and Mississippi valued the foreign commerce of our State be less communicate with roads running thro' this solitary and unsustained objection is leaving a surplus of \$174,354 27 over the public burthens. secured on equal terms with our rivals .- the Western States; each one of which met, not by argument but by money; that, amount required to pay off the balance of debt] greater ability of the Company to effect | whether uniform or various, levy a virtual | Company to compete with rival routes for | enlations, it is clearly shown that the en-

Pennsylvania interests has measurably by declared as follows: and industry?

always successfully resisted these attempts. | course with every other State. with mineral treasures, how much strong- intercourse with foreign nations and be- proposed. er would be their interest in freedom of tween the several States, by willing that it It is clearly shown by official reports, arrangement for settling all present and traffic; with what hearty union of resolu- shall be free; and it is therefore not left to that in 1859, the first year that the effect impending controversies, by commutation tion would they resist any effort, from any the discretion in each State in the Union of the public works became of the tonnage duty now claimed by the quarter, to impede the progress of im- either to refuse a right of passing to per- apparent, the sum of \$840,000 was paid State, on the following terms: provement, by which the treasures hid in sons or property through her territory, or on the State debt. This did not include 1st. To pay to the State four hundred the bowels of the earth are brought to to exact a duty for permission to exercise any tonnage tax, but did include the in- and sixty thousand dollars yearly, until ght for the use of man and the aggran- it. indirect, in what so deenly concerns our for the purpose specified in the Constitu- Company.

Sabbath School at I o'clock, P. M. Prayer and the State for the payment of this tax. New York. On the one ride, it was con- by mistaken views of interest, or impelled State tax, reduced as it is to 2½ mills, fur- the State, exceed half a million of dollars.

"there was no constitutional objection to their influence and prestige, when these ing over the Pennsylvania Railroad, and were

And again:

interests, and terminating sometimes at | we exact from theirs. The legislature, bound to consider of the same and sometimes at different points. Pennsylvania is one of the great portals and have repeatedly exercised their pow- a common, although not an equal interest. vast trade to and from the valley of the ers so as to meet the necessities of the Intheir successful resistance of all attempts | Mississippi must be speedity annihilated. ple of the State and City of New York and policy of the tounage tax, she gives The Central Railroad of New York, beyond and above all this, we oppose, upon own produce and people. running through the same country as the the broadest principles, all restrictions up-

to use her long slumbering strength, the elaborate argument, the Legislature of tion has abolished these extortions. It property on any Railroad on and after the tificial burthens. The lesson taught by the realization of the riches which nature, Railroad entered, her rivals being the New | with the additional weight of experience, | whenever called for by the industry of

compelled to go into the race weighted local roads,-for, as each line is dependent islative shackels on freedom of individual accomplished by a liberal policy, without THE COMMERCIAL, MANUFAC- with the tonnage tax. Is it surprising on the other, what touches one affects all. enterprise and industry will be struck off, expenditure by the State; and, without TURING AND MINING INTER- that New York still holds so large a por- This fatal liscord has been strongly com- the artificial cost of the necessaries and increased prosperity—the State progress-ESTS OF PENNSYL VANIA :- | tion of the trade of the West? The truth | mented on by the Supreme Court of the | comforts of life will be diminished to the | sing as slowly in the future as in the past, HOW CAN THEY BE PROMO- is, that Pennsylvania legislation against United States, that tribunal having recent- natural standard, the burthens on manu- which seems very unlikely-we shall,

neutralized our geographical advantages | "If this may be done in New York, ev- producers and consumers, will be none but debt before the year 1885. of shorter distance and milder climate. - ery other State may do the same, on all those absolutely necessary for the trans- Having thus proven what the regular Has not the time at length arrived, when the lines of our internal navigation. Pas- port of the articles which they need; and revenue of the State is competent to effect, injurious discrimination, under the name | sengers on a steamboat which plies on the | that this freedom of intercourse may be | we proceed to inquire of tonnage tax, shall cease, and our citi- Ohio, the Mississippi, or any of our other connected with the payment of the public will THE PENNSYLVANIA RAILROAD zens shall have a fair and equal chance to rivers, or on the lakes, may be required to debt, so that, in the present, the State | COMPANY IS WILLING TO DO IN AID OF availthemselves of their position, enterprise | pay a tax, imposed at the discretion of | credit will be maintained, and in the fueach State within which the boat shall ture the State taxes will be reduced; that As the corporations and citizens who Repeated unsuccessful efforts have been touch. And the same principle will sust meantime, and progressively, domestic own the Railroad are deeply interested in made to impose, or rather re-impose, the tain a right in every State to tax all per- capital will seek the profitable investments the prosperity of the State, they desire, tourage tax on New York roads. The sons who shall pass through its territory which renewed enterprise will offer, and to the full extent which can be expected strong sense of self-interest in the masses on railroad cars, canal boats, stages, or in to the same end, foreign capital will be of them, to unite in an effort to accomof her people, especially the mercantile, any other manner. This would encode a attracted by the removal of those burthens plish the results, shown to be so generally manufacturing and producing classes, has State to establish and coforce a non-inter- which have hitherto repelled it from our advantageous, consequent on the repeal of

dizement of the State. Yet this view, so A tax or duty upon tonnage, merchan- Company on the purpose of the capals. in commutation of the tonnage tax, and tion."

The whole subject was fully discussed | If this tonnage tax can be lawfully lev- nary revenue of the State, at the present on their property, will make the entire at the last session of the Legislature of | ied on through freight, any State, moved assessed value of property and present amount, paid yearly by the Company to

"That it should be the wish and effort | because the Constitution is, in this regard, | monwealth for Main Line, and it is ren- | namely ?

They may be provoked to the exercise of ties, Pensions, Appropriations like powers, attack our use of their roads to Hospitals, and all other ex-"The Knilways of this State are subject- which are now free, tax all our coal, iron, penses of the State, except in-This also was the view thrive taken by | ed to powerful competition, both within | wheat and manufactures which enter their | terest, and Payments to the the legislature in regard to this very Com- the State with the canals and each other, borders, and thus subject our products to Sinking Fund for the reduction

the cularged interests of the entire people, In their ability to sustain themselves of the West. If she refuses access except ing the Expenses of Governalways acted on this and kindred subjects against such competition, their stockhold- on payment of tribute, she invites retalia- ment, therefore, may be safely in such mode as their judgement indicated, ers, creditors and the public at large have tion. Let it be once commenced, and her estimated at interest on debt, internal improvement corporations which to divert business to routes outside of the Hemmed in by other States, she is at the have a deep and permanent interest. But, impunity to adverse legislation against her

New York and Erie Canal, which, like on trade, holding that the interests of the inconsistent with the fraternal feeling ours, was built by the State, was originally | public are best subserved by allowing the | which formed the Federal Union. It is subjected to a tax on tonnage for the pro- carrying-trade to take care of itself, and at war with national character. This spetection of the interests of the State in the property to seek its own channel for reach- eies of tax, by each State on each other State, if exacted, would prove worse than opened sufficiently for through business | For these, and kindred reasons, ampli- the impost duties of the petty German in 1851; and the same year, and to meet fied in various modes, subjected to all pos- principalities, or the river tribute of the the rivalry of Pennsylvania, at length about | sible tests, after hearing full evidence and | Rhenish lords. The progress of civilizalegislature of New York REPEALED the New York refused to impose the tonnage | cannot be that enlightened Pennsylvania law which taxed her Railroads, declaring tax-refused to allow their Railroads to will continue the abandoned policy of "it shall not be necessary for any Rail- be trammeled in their operations, as are semi-barbarous times; least of all that she read Company in this State to pay any those of Pennsylvania. They assert their will subject her own citizens to special sums of money into the treasury of this commercial supremacy, and they maintain impediments in the pursuit of their inter-State, on account of the transportation of it by liberating transportation from all ar- ests, or repress, by legislative exactments, Washington, in 1784, of taking counsel from countless ages, has preserved and Into this contest then the Pennsylvania from our Northern rivals, commends itself, accumulated, ready for available use,

If these views are sound, they effectualtimore and Ohio Roads, each sustained by |- But, even if New York and Maryland by answer the short-sighted objection to the money and credit of their respective combined in subjecting their railroads to the repeal of the fax, founded upon the States. The Pennsylvania road, on the a hostile tax, it would not cure the evil to simple consideration that it brings a cercontrary, never received a dollar, either | Pennsylvania. For this, a universal con- tain sum into the treasury, for they prove from the State. Nor does she now seek once necessary and impossible, -impossi- which the most extortionate demand of that their work shall be placed upon an | pression of energy and industry, it would | rather the generosity of a gift than the

THE REMEDY, PLAIN AND SURE.

But the Pennsylvania Railroad was which passes both over them and their ternal resources will be removed, the leg- provements fully completed, which can be facturers, miners, farmers, artisans, on with judicious management, be free from boundaries.

plain elsewhere, is subject of doubt and disc or passengers, is a regulation of com- In 1860 there was paid \$669,000, with- on account of the principal and interest dissent among us; although, as Pennsyl- merce, and cannot be laid by a State, ex- out including either tonnage tax or inter- due on the purchase of the Main Linevanians, we all have an interest, direct or | cept under the sanction of Congress, and | est from the Sunbury and Eric Railroad | the entire balance due in 1890 to be then

1861, we find the State debt to From the Auditor-General's

1,030,252 84

Surplus for 1859. \$2,787,097 30 The annual surplus, after pay-

Of this sum must be paid for

Leaving available, toward At the end of 1861, the debt is thus reduced to

\$37,200,000 00 Available, to decrease this debt, we have the surplus, as

The interest to be paid, in 1862, is on the diminished sum of \$37,200,000; consequently the interest for 1862 is \$1,860,-000; leaving \$840,000, as the surplus of that year, applicable to the reduction of the principal.

The next year, 1868, the debt being still further diminished, the interest is also decreased, and the entire balance of the annual surplus on the interest becomes available for the reduction of the principal.

These operations being yearly continued, the process of reduction of interest and principal becomes yearly more rapid; and, at the end of 1885, the accumulations, thus regularly applied, will have fully paid the entire debt of the Commonwealth, and this without a dollar of revenue being extracted from the people in the form of tonnage tax; and, without increase of taxation of any kind, without estimating the regular and gradual increase of taxable values and taxes resulting from the enlarged trade of our State, or counting as available for the reduction of the debt a of contribution, subscription, or credit spiracy of extortion on all roads is at that the money obtained is at a cost to number of securities and assets, of various sorts, belonging to the State, which will such aid. The Company simply desire ble, because to be of equally effective re- the veriest Shylock is liberality itselfand without making allowance for pur- pany asks no relinquishment or impairchase of State loan in the market below par, the general average being from five to ten per cent. that may thus be saved.

THE STATE AND HER CITIZENS.

the tonnage tax; and for this end, and to If New York, like Pennsylvania, teemed | Congress has regulated commerce and | Let us see how we stand, and what is avoid long litigation between those having a common interest, are willing to make an

terest due from the Sunbury and Erie | the year 1890, in semi-annual payments, paid. This sum, added to over \$80,000 It is apparent, therefore, that the ordi- per annum for ordinary taxes, as now paid,

tended that the competition between the by apparent necessity, or deluded by preju- nishes an annual surplus beyond the ex- 2d. To settle the controversy now pen-Central Railroad and the State Canals dice, or inflamed by animosity, may, by peases of government, and all other char- ding between the Company and the State, If this objection is good for any thing justified, and the condition of the public tax or prohibition, impair or destroy the ges except interest on loans, and not in- by advancing. for the internal improve-Add to the present revenue the proposed sum in dispute, being the tax accrued probibition does exist in the States, it is Railroad on account of debt due the Com- Railroads, in proportion to their length,

The Chartiers Valley.

The Pittsburg and Stenbenville. The Fayotte County.

The West Pennsylvania. The Ebensburg and Cresson.

The Hopewell and Bedford. The Tyrone and Clearfield.

The Mifflin and Centre County. The Chambersburg and Allegheny.

3d. To reduce the rates of local freight by deducting therefrom the amount now chargeable for tonnage tax. This obliga-3,820,350 14 tion to be general, and its violation to render the offending Company hable for double the amount of the present tonnage

4th. The Company to be always liable for all taxes which are or may be imposed by any general law upon other railroads for State purposes.

It is believed that this plain statement vindicates itself, and that argument, to sustain its justice and wisdom, is needless.

It will be recellected, that by the Main \$2,700,000 00 Line law it was provided that the payment of \$1,500,000 should forever release the Company from liability for any taxes whatever for State purposes. The propthey have created, or the wants of the State, and thus to abridge our trade and mercy of them all, for what she can do, payment of principal, for 18t1, \$800,000 00 erty of the Company now yields the State a revenue of over \$80,000 per year, which is \$5,000 more than the interest, at five per cent, of \$1,500,000; so that, at the rate of interest fixed in the law under

which the Company bought the Main Line, they are now actually paying an amount of taxes which more than represents the sum which was to release them. It follows that a strong equity arises in their favor against the payment of the tonnage tax, for, to compel them to pay it is, in effect, to obtain for the State all the compensation for all the taxes provided by the Act of Assembly of 1857, and to hold the Company, at the same time, to the larger portion of the taxation from which the Legislature agreed to release them .-This equity appeal not less strongly to every honest man's sense of justice, hecause, on a mere technical point, the Supreme Court decided that, as a contract. this was void. On the contrary, as the Court declared that, although the Legislature could not bind its successors, it was competent to a simple repeal of the law which imposes the tonnage tax, and as the Company now asks only the repeal of that tax, and to be put under such general laws as the Legislature may at any time see fit to enact, the moral obligation of the State to do what it agreed to do, modified only by the restriction imposed by ment of the legislative power, no release from ordinary taxation, no advantage over any other person or corporation, but only fair play in bearing her equal share of the

That this act of simple justice is hon-The less burthen imposed by legislation, the may, by local burthens on their own roads, by it, all restrictions on the foregoing estimates and callest less burthen imposed by legislation, the may, by local burthens on their own roads, by it, all restrictions on the foregoing estimates and callest less burthens on their own roads, by it, all restrictions on the foregoing estimates and callest less burthens on their own roads, by it, all restrictions on the foregoing estimates and callest less burthens on their own roads, by it, all restrictions on the foregoing estimates and callest less burthens on their own roads, by it, all restrictions on the foregoing estimates and callest less burthens of the foregoing estimates and callest less burthens of the foregoing esti the beneficent objects for which it was cre- tax on the trunk lines with which they foreign freight will be obviated, all im- tire debt of Pennsylvania is now provided at the lowest possible price is evident connect, by imposing a tax on the freight 'pediment to the development of our in- for. With her system of internal im- from their willingness to about the rates

to 10 o'clock, A. M. RAILROAD SUMEDULE.

and Saturdays, at 7 o'clock, A. M.

WILMORE STATION. West-Express Train leaves at Fast Line 10.09 P. M Mail Train, 3.16 P. M. Bast -- Express Train, B.10 P. M. 6.29 A. M. Fast Line, Mail Train, 10.04 A. M.

Judges of the Courts .- President, Hon. Geo.

COUNTY OFFICERS.

aylor, Huntingdon; Associates, George W. fasley, Richard Jones, Jr. Prothonotary .- Joseph M'Donald. Register and Recorder .- Edward F. Lytle. Sieriff.—Robert P. Linton. Deputy Sheriff .- William Linton. District Attorney, -Philip S. Noon. County Commissioners. - Abel Lloyd, D. T. torm, James Cooper. Clerk to Commissioners .- Robert A. M'Coy Treasurer .- John A. Blair. Poor House Directors. - David O'Harro,

Michael M'Guire, Jacob Horner. Poor House Treasurer .- George C. K. Zahm. Poor House Steward .- James J. Kaylor. Mercantile Appraiser .- H. C. Devine. Aulitors .- Henry Hawk, John F. Stull. John S. Rhey.

County Surveyor .- E. A. Vickroy. Coroner .- James S. Todd. Superintendent of Common Schools .- T. A.

TREASBURG BOR. OFFICERS. Justices of the Peace .- David H. Roberts,

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Alle-

ot of with f Job leeds, short

darrison Kinkend. Burgers-David J. Evans. Town Council-Even Griffith, John J. Evans. lam D. Davis, Thomas B. Moore, Daniel

lerk to Conneil-T. D. Litzinger. Borough Treasurer-George Gurley. 3h Master-William Davis. Directors-William Davis, Reese S. Morris J. Evans, Thomas J. Davis, Hugh Jones, David J. Jones.

Treasurer of School Board-Evan Morgan. Constable-George W. Brown. Tar Collector - George Gurley. Judge of Election-Meshac Thomas. Inspectors-Robert Evans, Wm. Williams.

facesor-Richard T. Davis. Ist Alteenamian \$1.50 in advance,