

The Alleghanian.

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

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NUMBER 35.

DIRECTORY.

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Cresson, Wm. W. Young, Washint'n.
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Johnstown, I. E. Chandler, Johnst'wn.
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Methodist Episcopal Church—Rev. S. T. SNOW, Preacher in charge. Rev. W. LOSG, Assistant. Preaching every Sabbath, alternately at 10 o'clock in the morning, or 7 in the evening. Sabbath School at 9 o'clock, A. M. Prayer meeting every Thursday evening, at 7 o'clock.
Wesleyan—Rev. L. R. POWELL, Pastor.—Preaching every Sabbath morning at 10 o'clock, and in the evening at 6 o'clock. Sabbath School at 1 o'clock, P. M. Prayer meeting on the first Monday evening of each month; and on every Tuesday, Thursday and Friday evening, excepting the first week in each month.
Catholic—Rev. JOHN WILLIAMS, Pastor.—Preaching every Sabbath evening at 2 and 6 o'clock. Sabbath School at 10 o'clock, A. M. Prayer meeting every Friday evening, at 7 o'clock. Society every Tuesday evening at 7 o'clock.
Disciples—Rev. W. LLOYD, Pastor.—Preaching every Sabbath morning at 10 o'clock.
Particular Baptists—Rev. DAVID JENKINS, Pastor.—Preaching every Sabbath evening at 8 o'clock. Sabbath School at 1 o'clock, P. M.
Catholic—Rev. M. J. MICHILL, Pastor.—Services every Sabbath morning at 10 o'clock and Vespers at 4 o'clock in the evening.

EBENSBURG MAILS.

MAILS ARRIVE.
Eastern, daily, at 12 o'clock, noon.
Western, " " at 10 o'clock, P. M.
MAILS CLOSE.
Eastern, daily, at 31 o'clock, P. M.
Western, " " at 8 o'clock, P. M.
The mails from Butler, Indiana, Strongstown, &c., arrive on Thursday of each week, at 5 o'clock, P. M.
Leave Ebensburg on Friday of each week, at 8 A. M.
The mails from Newmann's Mills, Carrolltown, &c., arrive on Monday, Wednesday and Friday of each week, at 3 o'clock, P. M.
Leave Ebensburg on Tuesdays, Thursdays and Saturdays, at 7 o'clock, A. M.

RAILROAD SCHEDULE.

CRESSON STATION.
West—Express Train leaves at 8.51 A. M.
" Fast Line " 8.56 P. M.
" Mail Train " 7.35 P. M.
East—Express Train " 7.42 P. M.
" Fast Line " 12.17 P. M.
" Mail Train " 6.50 A. M.
WILMORE STATION.
West—Express Train leaves at 9.13 A. M.
" Fast Line " 9.18 P. M.
" Mail Train " 8.09 P. M.
East—Express Train " 7.20 P. M.
" Fast Line " 11.55 P. M.
" Mail Train " 6.23 A. M.

COUNTY OFFICERS.

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District Attorney—Philip S. Noon.
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Treasurer—Thomas Callin.
Trustee—Thomas Callin.
County House Directors—Jacob Horner, William Douglas, George Delany.
Poor House Treasurer—George C. K. Zahn.
Poor House Steward—James J. Kaylor.
Mercantile Appraiser—John Farrell.
Auditors—John F. Stull, Thomas J. Nelson, Edward R. Donnegan.
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Coroner—James S. Todd.
Supt. of Common Schools—Wm. A. Scott.

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Justices of the Peace—David H. Roberts, Harrison Kinkaid.
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Town Council—Wm. Davis, Daniel J. Davis, E. J. Waters, John Thompson, Jr., David W. Jones.
WEST WARD.
Inspectors—John W. Roberts, L. Rodgers.
Judge of Election—Thomas J. Davis.
Assessor—Thomas P. Davis.
WEST WARD.
Constable—M. M. O'Sell.
Town Council—William Kittell, H. Kinkaid, E. L. Johnston, Edward D. Evans, Thomas J. Williams.
Inspectors—J. D. Thomas, Robert Evans.
Judge of Election—John Lytle.
Assessor—Richard T. Davis.

SPEECH OF GEN. HIRAM WALBRIDGE

OF NEW YORK,
AT TAMMANY HALL, AUGUST 21, 1856,
ON THE
Reorganization of the Navy.

[From the New York Herald, August 22, 1856.]
Gen. HIRAM WALBRIDGE was then introduced and said:—
Fellow citizens: The conclusion of the recent terrible war in Europe was followed by a Congress at Paris, of the representatives of those belligerent powers, to determine the relations in future between themselves, and an earnest desire to incorporate into the recognized code of modern nations the adoption by the United States of the four propositions:—
1st. That privateering is, and remains abolished.
2d. The neutral flag covers enemy's goods, with the exception of contraband of war.
3d. Neutral goods, with the exception of contraband of war, are not liable to capture under the enemy's flag.
4th. Blockades, in order to be binding, must be effective; that is to say, maintained by a force sufficient really to prevent access to the coast of the enemy.
As the second and third of these propositions have long since become the dominant sentiment of the American people on this subject, and the fourth is recognized among all modern nations, the Congress of Paris insisted upon the indivisibility of the four propositions, thereby endeavoring to force our Government not to call into exercise, in any future conflict that may arise, the gigantic and growing commercial marine of the United States. While Sardinia and the subordinate States of Europe, from the feebleness of their resources, and their geographical position, were obliged to accede to this demand, our General Government, with becoming dignity and self-respect, have resisted, in decided and energetic terms, this innovation upon a policy we have hitherto so successfully pursued—a policy which, during the last war with Great Britain, secured for us some of our greatest maritime triumphs, and everywhere redounded to the honor and glory of our flag. I congratulate you, my friends, that amid all our domestic discussions, and amid all the violence, tumult and disorder that have for several months prevailed in Congress, the able and democratic administration of our foreign affairs at Washington can challenge the respect and admiration of all classes of our fellow citizens. Our policy is peace, but our guarantee for its preservation is the ability and power to maintain it, whether disturbed by intestine disorder, or the force of hostile arms. We are, my fellow citizens, approaching the period when it becomes the privilege, as it is the duty of the American citizen, to exercise the highest political function in designating representatives to fill important trusts in the executive and legislative departments of the General, as well as in our own State government. No such spectacle is elsewhere exhibited on this globe. An intelligent and patriotic people, convening in their primary assemblies to review and discuss not only the grave matters which affect them as a nation, and as a member of the family of nations, but to bring to the test of public judgment the opinions and character of those who are candidates for our suffrages to fill various important posts of honor and responsibility. There is no greater error than to suppose that mere politicians are the men who mark out the policy and prescribe the line of action in matters which concern the welfare of the republic. Nor let it be supposed that the mere politician or party leaders of the hour can fashion for themselves and control the affairs of the American people. In Great Britain they have the three great estates of King, Lords, and Commons; but in America we have one far more powerful than either—an unfettered and independent press. That mighty agency which has revolutionized governments, and advanced the cause of civilization throughout the world. What has it not already achieved? Can political profligacy, public mismanagement of public interests, or any social evil, stand unchecked or unawed before its scrutinizing glance? Where it lives liberty has vitality, power, and protection; where it is not found, there is the grave of popular freedom. The history of the last eight years, in Europe and America, presents a contrast which no citizen can examine without feeling a debt of gratitude, which, as a generation, we owe to the illustrious men who laid broad and deep the foundations of the American Union. During this brief period in Europe, whilst carnage and death have sacrificed hetaerombs of brave men in advancing the cause of despotism and tyranny, the American people peacefully progressed in all the ele-

ments of power and prosperity that constitutes national renown. How striking the contrast. The national debt of Great Britain reaches the enormous sum, at the close of the Crimean war, of three thousand seven hundred and eighty millions of dollars, whilst the aggregate indebtedness of the great Powers of Europe—France, Holland, Russia, Prussia, Spain, Belgium, and Austria, attained seven thousand five hundred millions of dollars, to which may be added the debt of British India, amounting to two hundred and forty millions. In contrast to this, turn to the working of that beautiful system under which Providence has cast our lot. In this brief period to which we have alluded, the unprovoked war with Mexico has been ended, our army withdrawn, the citizen soldier has laid aside the sword and resumed the peaceful pursuits of life. The debt of the United States may be set down as nothing. The swelling revenues for the last several years have been such as to absorb and make it a matter of computation and difficulty, on the part of the authorities of the General Government, to purchase and extinguish the public securities. The annual receipts from revenue amount to seventy-five millions. The advance in every department of civilized life has almost exceeded belief. A territory washed by two great oceans—a people in peace and unusual prosperity. We have an internal trade of six hundred millions, in which eleven millions of our people are directly concerned, as all have a general interest. The annual value of our agricultural productions is two hundred millions—the single staple of Indian corn alone reaching four hundred millions of bushels. The amount of capital invested in manufactures is six hundred millions. The annual value of the products of labor, other than agricultural, fifteen hundred millions. Our coal fields cover a surface of 240,000 square miles. We have 25,000 miles of railway in operation, at a cost of six hundred and fifty millions; with a sea-coast twelve thousand six hundred miles; five thousand miles of canals, and five great lakes, with a surface of two hundred thousand square miles. Our mines of gold, silver, copper, iron, and lead, are not surpassed in the world, as the treasures of California have demonstrated, and the extraordinary wealth of the minerals of Lake Superior have abundantly proved. We have within our republic six thousand academies, two hundred and fifty colleges, and four thousand churches. In these great interests that concern not only the whole Union, but our own great Empire State, how do we stand in the commerce of the world? Great Britain has 31,000 vessels, with a five million tonnage;—France has 14,350 vessels, of 720,000 tons; Spain 8,000 vessels, with 380,000 tons. The aggregate vessels belonging to Sardinia, Tuscany, Naples, Sicily, Papal States, Austria, Greece, Turkey, Holland, Hanburgh, Bremen, Prussia, Denmark, Norway, Sweden, Russia, Mexico, and the South American States, is 44,400 vessels, with 3,466,500 tonnage. The United States have 45,000 vessels afloat, with five and a half millions of tons; so we have 9,500 vessels more than Great Britain, with half a million greater tonnage than hers; three times as many vessels as France, and at least eight times as much tonnage; five times the number of Spanish vessels, with fourteen or fifteen times her tonnage; and our number of vessels is nearly equal to the number of vessels of all the other maritime powers of the earth, having 2,000,000 of tons greater than their united tonnage. Then look at our own commercial marine, with its astonishing growth, and see how it transcends the other commercial Powers of the world—in tonnage and vessels, the latter numerous enough, if stationed at equal distances around the great circle of the earth, not only to display in sight of each other the symbol of our national glory, but to hail each other and proclaim themselves "Americans." Not only in vessels and tonnage is the growth and power of our commercial marine demonstrated, but in the skill and courage of those sons of the deep, whose genius and daring have placed them at the head of their profession, and given them a commanding position which has opened up the markets of the world by traversing every sea, and unsealing, even to the distant Indian shores, every port where trade could be advantageously pursued. Now it has occurred to me, that it would be a matter of interest to the people of this great metropolis at whose port is collected a third of the revenue of the whole Union, to know what protection in ships of war our Government has provided. It is a very great and important question, whether the present naval system is adequate to protect our vast and swelling commerce, and accordingly I have taken some pains to collect data from authentic sources;—

and although detailed statistics are usually uninviting and not acceptable, I feel that I am in the presence and speak for a people jealous and watchful of their rights, and to whom I owe it to present any facts having a national bearing upon their leading interests. Yes, in the name of an interest of five millions and a half of tonnage, engaged in the trade of the world, and which has converted this metropolis into a city of palaces adorned with more than Asiatic luxury and splendor, I feel that the true condition of our naval forces should be known. Upon inquiry, I find upon the Naval List of the United States on the first of July, 1856, there were, including vessels of all classes: sailing vessels—ten ships of the line, thirteen frigates, nineteen sloops of war, three brigs, one schooner, six store and receiving ships; steam vessels—seven steam frigates, eleven steamers of smaller class, and three steam tenders.
These seventy-three vessels, with their full complement of guns, and all they were intended and pierced to carry, will mount 2,235 guns, in size from 32 pounds to 10 inch shells. Although these ships appear upon the Navy List, I learn it would be next to impracticable to fit them all for sea, in case of war, many of them requiring as much time and as much money to put them in order as to build new vessels. The ships that may be fairly considered as forming the navy, and that could be fitted in a reasonable time, and at a reasonable cost, will be about five ships of the line, nine frigates, eighteen sloops of war, two brigs, seven steam frigates, and eleven war steamers of other classes—in all, fifty-two vessels, suitable for war purposes, mounting 1,592 guns; the steam vessels having a steam power of 1,680 horses. The number of officers and men required to fully man all the ships on the Navy List would be 1,587 officers, 20,547 men, and 2,455 marines—in all, 24,589 men. The number of officers of all grades now in the navy, including officers of the marine corps, is 1,142. The number of seamen in the navy is limited by law to 7,500, and of marines to 1,200. The number of vessels now at sea is four frigates, fifteen ships of war, two brigs, one schooner, one steam frigate, eight war steamers of smaller size, three steam tenders, and six store and receiving ships—in all forty ships. The remaining vessels of the entire number are in port, either unfit for repairs, in ordinary, or refitting to take the place of others whose term of service at sea is about to expire. The number of vessels thus kept at sea is the full proportion that can be manned by the 7,500 men allowed by law, and some are, at times, short of the proper complement. There are eight navy yards in the United States, as follows—Kittery, Charlestown, Mass.; Brooklyn, New York; Philadelphia, Penn.; Washington, D. C.; Gosport, Va.; Pensacola, Fla.; Mare Island, Cal.; also, a naval station at Sackett's Harbor, N. Y. The aggregate cost of keeping up the personnel of these establishments, for the current and fiscal year, is estimated, for the naval and civil branches, at \$804,318. The average annual expenditure for the improvement and repairs of navy yards for ten years preceding the first of January, 1856, amounted to \$770,803 47; of which sum \$108,993 90 was for "repairs of all kinds." The expenditures for improvements and repairs of the navy yards are dependent upon the appropriations made by Congress, and vary each year. The contingent expenses appertaining to navy yards, embracing the purchase and repair of fire engines, machinery and tools of every description, repair of fire engines, and attending the same, purchase and maintenance of horses and oxen, coals and other fuel, cleaning up yards, pay of watchmen, and incidental labor at navy yard, not applicable to any other appropriation, are estimated, for the current fiscal year, in the aggregate, at \$413,048. The total number of officers in the marine corps is 63, and of men 1,200, making a total of 1,263. The annual cost of supporting them, (including pay) is \$486,526 62. The number of marines required for the ships usually kept in service is 1,194. The annual cost of maintaining a ship of the line, fully equipped, is \$302,000; of a frigate, \$195,000; of a sloop of war, \$90,900; of a steam frigate \$285,000.
Total appropriation for the naval service for the fiscal year 1855—56, at the second session of the Thirty-Third Congress, \$15,912,691
Deduct special appropriations for sundry purposes, 6,301,384
Total for support of navy, \$8,710,107
The tonnage of a ship of the line is 2,658 tons; of a frigate, 1,840 tons; of a sloop of war, 860 tons; of a schooner, 95 tons; steam frigate, (say Niagara) 4,682 tons; the other steamers vary from 380 to 2,450 tons. The total tonnage of the whole number of ships in the navy is

111,017 tons; of the 52 effective ships, the tonnage is 83,869 tons. The wear and tear of ships of war is from one-sixth to one-tenth, and that is the amount which yearly has to be repaired or replaced.—The tonnage of the effective portion of the navy being 83,889 tons, and that of the commercial marine of the United States being estimated 5,500,000 tons, the ratio is less than one-sixtieth. Under existing laws there is no promotion from the grade of seaman or apprentices to the rank of a commissioned and commanding officer.—They are alone eligible to the grade of warrant officers, such as gunners, boatswains, sailmakers and carpenters. Commissioned officers enter at the Naval Academy as acting midshipmen; and if they pass through the academic course successfully, they are placed in the line of promotion. Now, fellow citizens, you can form an estimate of the immense extent of our commercial marine, far exceeding that of any other nation—even her who once held, but now no longer justly holds, the proud appellation of "Mistress of the Seas." The extraordinary skill and energy of our seamen—the wealth and energy of our commerce—the development of our navigating interest—the opening of new markets, even to the hitherto closed ports of Japan, are evidences of growth and prosperity unparalleled in any previous age.—Then carefully examine the diminutive naval force provided by law for its protection. I speak with freedom of the navy as an arm of the public defence, without intending the least disparagement to the accomplished statesman who immediately presides over that department of the general government, or designing to impugn the integrity, fidelity and patriotism of those who have and are still devoting their services to this most important branch of the public services. My fellow-citizens consider the enormous expense and the limited protection which our navy affords. By a recent act of Congress, interfering in regard to the personnel of the navy, to my deep regret, the operation of the law bore with great and undue severity upon many a brave and gallant man, identified with the glory and honor of our arms.—Then, again, much of the present material of this arm of defence must necessarily have fallen behind the improvements of the age, whilst the immense cost of maintaining the establishment constitutes a fourth or a fifth of the whole income of the government. Well, what are we to do in regard to this great interest, in view of the present and rapidly expanding growth of our commercial marine? At present the means of protection into tonnage is less than one-sixtieth of the interest to be protected, and what will be the disparity if, with advancing and increasing commercial tonnage, the navy is merely kept up, even should it suffer no serious decay or diminution? It must be obvious to the most casual observer that some new and efficient system is necessary to have this great commercial interest, and the means by which it is to be protected, bear some proportion to each other. How is this to be accomplished? Suggestions that seek to make radical changes should always be advanced with hesitation and distrust; yet all great improvement in government has hitherto sprung from the experience of the people themselves, who are usually in advance of their rulers in whatever most concerns their own prosperity and welfare. Well, my friends, it occurred to me that the general government should hold out some inducements to our great commercial marine to aid in protecting itself. That, under the sanction of law, with ample guards and restrictions, there should be organized a Militia Navy, an arm of defence corresponding to that employed by the government in the land service, under our enrolled militia system, by which shipowners should receive encouragement and aid by law, in construction of their vessels, so as to make them capable of bearing guns, if required in the service of the country. That the Captains and subordinate officers be commissioned in the name of the general government, upon some equitable plan that will give them rank and emolument, in proportion to the demands upon their time and service in the new capacity of representing the naval power of the Union.—That the humblest youth who enters as a cabin boy or in the lowest capacity as a seaman, should be educated and trained in his honorable, though adventurous and dangerous profession. That not only in the navy proper, but in this new service, in which the interest of commerce and the naval power of the Union will be represented. These suggestions though not sufficiently matured to present the working of the entire system, are offered for your consideration, in the hope that they may engage public attention, in connection with this important subject, and that some plan may be matured which shall contribute to further advance the

interests, the power and the glory of this republic. This noble State, second to none, but foremost of all, and this great commercial emporium—the seat of energy enterprise and commercial power, now felt and acknowledged throughout the world—has a right to be heard upon this as upon all questions affecting the trade and prosperity of the Union. She demands the recognition and absolute immunity from search and detention of our flag upon the high seas; that her commerce and expanding trade be left unshackled by unwise restraints of legislation; and then with her resources in every department of industry, in agriculture, in manufactures, in commerce and trade, she will vindicate her pre-eminence and power in the great brotherhood of free and independent States that constitutes our national Union.
From the Cambria Regiment.
Sin Jon's Rev, Va., *Dtlt. 8 Ohio RR.*,
May 7, 1862.
Correspondence of The Alleghanian.
We had thought that ere this time the 54th regiment would be before the batteries at Yorktown, but still we are here. Gen. Shields was making application to have us transferred to his command, and we felt certain that it would have some good effect. But late advices say that Gen. Shields has been made a Major General, and we suppose that he has forgotten us in the press of official business. Still, we hope for the best.
Judging from the tone of the letters some of our men receive from home, nothing short of the blood of the 54th will satisfy a portion of the citizens of Cambria county. Most of these letters, however, come from "stout, able-bodied young men," who prefer staying snugly at home to running the risk of getting into an engagement where bullets might whistle around them. Some of these chaps were very fond of saying, before the war broke out, that in case of hostilities between the North and South, they were ready to go in; but when the issue presented itself, they were not quite so ready. They now amuse themselves by writing letters to their friends in the army, wondering why they don't get into a fight!
Now, these things are decidedly tantalizing to soldiers who are willing to fight, but have had, as yet, no opportunity offered them. We have all taken a solemn oath to obey the orders of the officers placed over us, and if they see fit to put us where we cannot shed somebody's blood, neither have our own split, we cannot help it. Those persons who write such letters not only make for themselves enemies here, but also show their utter ignorance of military affairs. A soldier may, and often does, make for himself a reputation and not fight a single battle. Wars last for years sometimes, with but few battles being fought. It is not the design of our government to kill and have killed as many men as possible, but, rather, to save the effusion of blood.
Again: An army is pushed forward into the enemy's country. Their rear must be protected, and their line of communication kept open, so as to enable them to draw supplies. Somebody must guard the roads, and who shall it be?—This question is determined by the Commander-in-Chief, and those who are ordered to do it must obey. Now, we have been placed here to guard the Balt. & Ohio RR., along with New York, Maine, and Massachusetts troops, under the command of an officer of the Regular Army. Government must keep open the lines of communication, and for the time being we have been assigned to that duty.—Whose fault is it? Col. Campbell's? The men's? We answer, No! and the letter-book of the Regiment, in my possession, will show it. Suppose we are kept upon this duty until the war ends, will it be our fault? Certainly not. There is not a man in the regiment, that I know of, who desires to remain here.
But again: These gentlemen who are so very anxious for us to get into a fight, and who pen insulting letters to our men, should reflect and remember that they once boasted that they were "ready to shoulder a musket," but that when the time came, they showed the white feather and did not "shoulder a musket" or anything else. I, for myself, have no desire to lose either my life or any of my limbs, yet I believe I am far more willing to run the risk of doing either, than these "stout at-home letter-writers."
Time alone will solve our fate—whether the 54th will ever get into a battle or not. We are sworn to obey orders, and I believe we have carried out every order given us so far, and mean to do so until the war ends. I do know, however, that the receipt of an order directing us to report to General Shields, or any other General, will be hailed with delight. We