

# The Alleghanian

A. A. BARKER, Editor and Proprietor.  
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I WOULD RATHER BE RIGHT THAN PRESIDENT.—HENRY CLAY.

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NUMBER 12.

## DIRECTORY.

### LIST OF POST OFFICES.

Post Offices.	Post Masters.	Districts.
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Floresburg	John Thompson	White.
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## CHURCHES, MINISTERS, &c.

**Presbyterian**—Rev. D. HARRISON, Pastor.—Preaching every Sabbath morning at 10 1/2 o'clock, and in the evening at 8 o'clock. Sabbath School at 1 o'clock, A. M. Prayer meeting every Thursday evening at 6 o'clock.

**Methodist Episcopal Church**—Rev. J. S. LEMMONS, Preacher in charge. Rev. J. GRAY, Assistant. Preaching every Sabbath, alternating at 10 1/2 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.

**Calvinistic Methodist**—Rev. JOHN WILLIAMS, Pastor.—Preaching every Sabbath evening at 7 o'clock. Sabbath School at 7 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 JENNINGS, Pastor.—Preaching every Sabbath evening at 8 o'clock. Sabbath School at 7 o'clock, P. M.

**Catholic**—Rev. M. J. MURPHY, Pastor.—Services every Sabbath morning at 10 1/2 o'clock and Vespers at 4 o'clock in the evening.

## EBENSBURG MAILS.

### MAILS ARRIVE.

Eastern, daily, at 11 1/2 o'clock, A. M.  
Western, " " 11 1/2 o'clock, A. M.

### MAILS CLOSE.

Eastern, daily, at 8 o'clock, P. M.  
Western, " " 8 o'clock, P. M.

The mails from Butler, Indiana, Strongsburg, &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 Newnan'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.

Line	Time
West—Balt. Express leaves at	8.43 A. M.
" Fast Line	9.50 P. M.
" Phila. Express	9.22 A. M.
" Mail Train	8.38 P. M.
East—Through Express	8.38 P. M.
" Fast Line	12.34 A. M.
" Fast Mail	6.58 A. M.
" Through Accom.	10.30 A. M.

### WILMORE STATION.

Line	Time
West—Balt. Express leaves at	9.06 A. M.
" Mail Train	9.06 P. M.
East—Through Express	8.11 P. M.
" Fast Mail	6.36 A. M.

## COUNTY OFFICERS.

**Judges of the Courts**—President, Hon. Geo. Taylor, Huntington Associates, George W. Esley, Henry G. Devine.

**Prothonotary**—Joseph M. Donald.

**Register and Recorder**—James Griffin.

**Sheriff**—John Buck.

**District Attorney**—Philip S. Noon.

**County Commissioners**—Peter J. Little, Jas. Campbell, Edward Glass.

**Treasurer**—Thomas Callin.

**Poor House Directors**—George M. Callough, George Delany, Irwin Rutledge.

**Poor House Treasurer**—George C. K. Zahn.

**Auditors**—Thomas J. Nelson, William J. Williams, George C. K. Zahn.

**County Surveyor**—Henry Scanlan.

**Coroner**—James Shannon.

**Mercantile Appraiser**—Geo. W. Esley.

**Sup't. of Common Schools**—J. F. Coudon.

## EBENSBURG BOR. OFFICERS.

### BOROUGHS AT LARGE.

**Justices of the Peace**—David H. Roberts, Harrison Kinkaid.

**Burgess**—James Myers.

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**Johns D. Parrish, Hugh Jones, E. J. Mills, David J. Jones.**

### EAST WARD.

**Constable**—Evan E. Evans.

**Town Council**—John J. Evans, Thomas J. Davis, John W. Roberts, John Thompson, D. J. Jones.

**Inspectors**—William D. Davis, L. Rodgers.

**Judge of Election**—Daniel J. Davis.

**Assessor**—Lemuel Davis.

### WEST WARD.

**Constable**—M. M. O'Neill.

**Town Council**—R. S. Bunn, Edward Glass, John A. Blair, John D. Thomas, George W. Ottman.

**Inspectors**—William Barnes, Jas. H. Evans.

**Judge of Election**—Michael Hasson.

**Assessor**—George Gucler.

## A DARING SOUTHERN LOYALIST.

The "Annals of the Army of the Cumberland," is a valuable and interesting work. The most interesting and novel parts of it are doubtless the chapters relating to the spy and police systems of the army. Perhaps the most remarkable story in this volume is the following, of a daring Southern loyalist, whose operations appear at once to have been important:

THE NAMELESS SPY.

This man, says the author, went into and came out from Bragg's army at Murfreesboro', three times, during the week of battles at Stone River—even dined at the table of Bragg and of his other Generals—brought us correct information of the force and position of the rebel army, and of the host of its head officers. He was the first to assure us positively that Bragg would fight at Stone River, telling us of that General's boast that "he would whip Rosecrans back to Nashville if it cost him ten thousand men." For the four days' service thus rendered by our spy he was paid five thousand dollars by order of our general, and the author saw the money paid over to him.

In 1862 there lived in the State of — a Union man, with wife and children.— He was a friend of the Union and an anti-slavery man upon principle. After the rebellion broke out and the "southern heart" had become fired, this man, living in a violent pro-slavery region, and surrounded by opulent slaveholders, his own family connections and those of his wife being rich and bitter secessionists, very prudently held his peace, feeling his utter inability to stem the tide of secession in his section. Thus, without tacit admissions, or any direct actions on his part, the gentleman of whom we write was classed by the people of his section as a secessionist.

Circumstances occurred during that year by which this person was brought into contact with a federal commander in Kentucky, Gen. Nelson. Their meeting and acquaintance was accidental. Mutual Union sentiments begat personal sympathy and friendship. Nelson wished a certain service performed in the rebel territory, and he persuaded the citizen to undertake it, which the latter finally did as a matter of duty we are assured rather than of gain, for he made no charge for the service, after its speedy and successful performance. Soon after, a similar work was necessary; and again was the citizen importuned, and he again consented, but not considering himself as a professional spy.

During this or a similar trip to Chattanooga, our man heard of the sudden death of Gen. Nelson. He was now at a loss what to do. Finally he determined to return and report his business to Gen. Rosecrans, who had assumed command of the federal army. Thus resolved, he proceeded to fulfill his mission. After ascertaining the position of military affairs at Chattanooga, he came to Murfreesboro', where Bragg's army was then collecting. Staying there several days, he was urged by his southern army friends to act as their spy in Kentucky. The better to conceal his own feelings and position, he consented to do so, and he left Gen. Bragg's headquarters to go to that State via Nashville, feigning important business, and from thence to go to his home, passing by and through Rosecrans' army, as it lay stretched out between Nashville and Louisville.

THE INFORMATION PROVED TRUE IN ALL ESSENTIALS, and its value to the country was estimable. We had other spies piercing the rebel lines at this time, but they did not enjoy the facilities possessed by the nameless one. Almost with anguish did he exclaim against himself, in the presence of the author, for the severe manner in which he was deceiving the rebel general and involving the lives of his thousands of brave but deluded followers.

After the first great battle the work of such a spy is ended, or rather it ceases when the shock of arms comes on.—Thenceforth the armies are moved upon the instant, as circumstances may require. Our man, who during the four days had been almost incessantly in the saddle, or with ears and eyes painfully observant while in the camps, took leave of our army upon the battle field, and retired to a place of rest.

One incident occurred during his last visit to Bragg which is worthy of mention. That general took alarm in consequence of his report, and at once started a special messenger to Gen. John H. Morgan—who was then absent with his cavalry in Kentucky to destroy Rosecrans' railroad communications (in which Morgan succeeded) to return instantly with his command by forced marches to Murfreesboro'. That same night our messenger told what route he would take, &c. The

information was telegraphed at once to Nashville, Gallatin and Bowling Green, and a force was sent from each of these posts to intercept the messenger. They failed to apprehend him, which, however, proved of no consequence, as the battles of Stone River were fought and Bragg was on his retreat from Murfreesboro' by the time Morgan could have received the orders.

Our spy was a brave man; yet during the last three days of his service he was most sensible of its peril. To pass between hostile lines in the lone hours of the night—for he did not wait for daylight—to be halted by guerillas and scouts and pickets with guns aimed at him, and, finally, to meet and satisfy the anxious, keen-eyed, heart-searching rebel officer, as well as our own was a mental as well as physical demand that could not long be sustained. While proceeding upon his last expedition, the author met the nameless one upon a by-road. We halted our horses, drew near, and conversed a few seconds in private, while our attendants and companions moved on. He was greatly exhausted and soiled in appearance, his clothing having been rained upon and splashed by muddy water, caused by hard riding, and which had dried upon him. He said he was about to try it once more, and, though he had been so often and so successful, yet he feared detection and its result—the bullet or the halter. He had been unable, amid the hurry and excitement, to make some final disposition of his affairs. He gave us a last message to send to his wife and children in case it became necessary; and he also desired a promise—freely given—that we would attend to the settlement of his account with our general for services recently rendered. Thus concluding, he wrung our hand most earnestly, and putting spurs to his fresh and spirited animal, dashed off upon his mission. Twenty hours afterwards we were relieved of our anxious forebodings by his safe and successful return. We have stated the price paid him for his labors; it was well earned and to our cause was a most profitable investment.

Such a man may be nameless now, but when the war is over, and when its history is written, his courage and self-sacrifice will not be forgotten.

### Draft Exemptions.

The enormous number of drafted men who escaped military duty by reason of physical infirmity has produced a change in the regulations of the Provost Marshal General. A new list of causes of exemption is published, wherein the catalogue of available maladies is considerably reduced. Near-sighted men, who flattered themselves that their deficient eyesight formed a perpetual bar against the imposition of military obligations, are suddenly and hopelessly bereft of the consolation derived from the infliction of "myopia," for, under the new rule, myopic individuals who are really too near-sighted for efficient field service are transferred to the Invalid Corps. "Near-sightedness does not exempt," is the stern decree of the Marshal; hence, spectacles will not be so popular hereafter. Fat men, however, who are a proverbially jolly people, have new cause for good humor, for it is ordained that "abdomens grossly protuberant" or "excessive obesity" are sufficient for exemption from any draft.

Inebriates, insane, epileptic and paralytic persons are of course exempt, but the list of maladies through the possession of which a drafted man may evade military duty is so closely restricted and defined that the next draft will produce a larger proportion of serviceable soldiers than the last. Examining surgeons are also required to report the number of men rejected under each of the forty-one sections of the new set of regulations, from which it is to be inferred that a very curious official record of the comparative soundness of American constitutions may hereafter see the light.

### THE JANUARY DRAFT.

The following instructions have been issued from the War Department for the information of Provost Marshals:

1st. That quotas be apportioned to the sub-districts in the several congressional districts, and that assurance be given to such sub-districts as may furnish their full quota of volunteers, under the recent call, that they will be exempted from the pending draft.

2d. That the several sub-districts receive credit for all such volunteers, as may have been mustered into service since the draft, and that the number so credited be deducted from their proportion of the quota assigned the State under the recent call.

It will be seen by this that every encouragement is given the sub-districts to rush in the volunteers.

## Railroad Collision—Fearful Peril.

We were a witness of a railroad collision on our way to Ebensburg Tuesday morning which, although it resulted in but slight damage to person or property, involved the most fearful peril we ever saw. At Lilly's station, (Cambria co.) the mail train east was stopped by a freight train on the track ahead of it, awaiting the passage west of the Philadelphia Express, which was then due, but reported behind time. The Conductor of the eastward train, not knowing how long he would have to wait, and not being satisfied to detain his train, being already some minutes behind time, concluded to shift the trains and proceed. Accordingly, he moved his train from the South to the North track at the switch, intending to let the freight train back down below the switch and thus allow him to back again on to the South track ahead of the freight and proceed. He had got his train on the North track, and the freight was about half over the switch, when the Express appeared at the curve above coming down under full headway! The conductor instantly signaled his engineer to back down the North track far enough to give the coming train time and space to check up. This the latter attempted to do promptly, but before he could get his train in motion, the down train was close upon him, and a fearful collision seemed imminent if not inevitable. The engineer, fireman and flagman on the down train jumped from their engine, and were seen tumbling along the ties on the parallel track, seeing which, the engineer and fireman on the up train leaped from their engine, which by this time was getting under headway, under a full head of steam. The engines came together with a slight concussion—the cow-catcher on the down engine running under that of the other, by which it was pressed down among the ties, several of which it broke and splintered, while it was in turn torn and twisted into a crooked, shapeless bunch of iron. This assisted in checking the speed of the down train, while it added to the momentum of the other. The down train did not run over a hundred yards after the collision until it stopped, while the other sped away from the scene with increasing velocity. And now came to those who had witnessed these incidents a knowledge of the appalling peril of those still on board the retreating eastward train—the great peril of the occasion. Their train was backing down the grade, under a full head of steam, without an engineer! and all on board unconscious of the fact! The thought of their possible and probable fate was terrible to those who stood around. In a short time, however, the whistle was heard, and in a few minutes more the train hove in sight, all right. And for this gratifying fact the passengers and their friends were indebted to the presence of mind and courage of the Baggage Master—Mr. Edward Pittman—let his name be spoken with respect! Discovering what was the matter, he crawled up the side of his car to the top, upon which he ran, and over the Express car and the tank, to the engine, of which he had knowledge enough to reverse, apply the patent brakes, and thus stop the train.— But for him, there is no telling what would have been the fate of the train and its three car-loads of passengers. He deserves promotion, and we hope soon to meet him in charge of a train, or hear of him in some other more responsible and lucrative situation.

The excitement over, attention was turned to the condition of the men who were seen to jump from the approaching train. Although the engineer, fireman, and we believe flagman, and an employee on the sleeping car, who had been foolish enough to jump off, were found to be pretty severely bruised, but not jarred, none of them had any bones broken, and were not fatally hurt. The only damage done to the engines was the complete demolition of the cow-catcher on the one and the slight twisting of the other.—After collecting the scattered passengers, both trains proceeded, all feeling that they had narrowly escaped through a fearful peril, and were glad the matter was no worse.—*Johnstown Tribune, 11th inst.*

A negro cook in one of the regiments on Morris Island, lately conceived the idea of making sinkers for fish lines out of the lead around Parrot shot. To this end he placed a shell in a stove and sat down, laid in hand, to catch the molten lead as it fell. Just about the time the lead should have fused, the stove separated into very minute fragments, and the last seen of the smelter was a series of involuntary gymnastics, creditable to his agility, but unpleasant for their abruptness.

## "Till He Come."

"Till He come"—O! let the words linger on the trembling chords; Let the little while between In their golden light be seen; Let us think how Heaven and home Lie beyond that—"Till He come."

When the weary ones we love Enter on their rest above, Seem the earth so poor and vast All our joy be overcast? Hush, be every murmur dumb; It is only—"Till He come."

Clouds and conflicts round us press; Would we have one sorrow less? All the sharpness of the cross, All that tell the world is loss, Death, and darkness, and the tomb, Only whisper—"Till He come."

See, the feast of love is spread, Drink the wine, and break the bread; Sweet memorials—till the Lord Call us round His Heavenly board: Some from earth, from glory some, Severed only—"Till He come."

## Crowning of the Dome of the Capitol.

At twelve o'clock, noon, on the 22 inst., the "Statue of Freedom," the crowning feature of the dome of the capitol, was raised to its place, in the presence of a large gathering of people. This statue is nineteen feet six inches high, and weighs nearly fifteen thousand pounds. It is composed entirely of bronze, and is constructed in five sections, the weight of the heaviest of which is 4,740 pounds. The statue has been washed with an acid which causes a slight oxidation, thus producing a rich and uniform bronze tint, which will never change.

The "Statue of Freedom" was modelled in plaster by Crawford, the lamented eminent sculptor, for which model the price of three thousand dollars was paid, and was cast at the foundry of Clark Mills, esp., at Bladensburg. The entire cost of this great work of art is from twenty-five to thirty thousand dollars. The height of the iron work above the basement floor of the capitol, including the crowning statue, is 287 feet.

A word or two in reference to the dome of the capitol may not be uninteresting to our readers. The old dome was built of wood. The outer and inner shells were not concentric, and while the inner was, in proportions, a copy of that of the Pantheon of Agrippa, at Rome, though much inferior in size, the outer dome was higher in proportion than that of the Pantheon. Its inflammable nature, and its narrow escape at the time the library was burnt, in 1851, called the attention of Congress to it, and it was finally resolved to replace it by a dome of iron, entirely fire-proof.

The new dome in its proportions resembles the modern rather than the antique structures of this character. Instead of the low and flat outlines of the Pantheon of Rome, and the St. Sophia of Constantinople, the design is a slight structure, decorated with columns and pilasters, rich cornices and entablatures springing up towards the sky, and supporting, at the height of nearly three hundred feet above the ground of the eastern square, and three hundred and seventy-two feet above the western gate, the colossal statue of which we have spoken.

The interior diameter of the dome is ninety-six feet. The galleries afford a fine view of the interior and of the exterior, the views stretching many miles down the Potomac. The structure is double, and between the exterior and the interior shells a spiral staircase will afford access to the very summit.

The general outline of this structure resembles that of the dome of St. Peter's, of Rome; St. Paul's, of London; and St. Genevieve and of the Invalides, of Paris; and of the last great work of the kind erected in modern times, that of the Russian National Church, the Cathedral of St. Isaac's, at St. Petersburg, which is also partly built of iron. The exterior diameter of the peristyle circular colonnade is 124 feet 9 inches. The columns of the peristyle are 27 feet in height, and weigh 12,000 pounds each.

Coleridge, the poet and philosopher, once arriving at an inn, called out, "Waiter, do you dine here collectively or individually?" "Sir," replied the knight of the napkin, "we dine at six."

An English writer says in his advice to young married women, that their mother Eve married a gardener.—Some one wittily remarked that it might be added that the gardener, in consequence of the match, lost his situation.

A manufacturing establishment in Winsted, Conn., makes about four thousand pins per minute through twelve hours of every day.

The man that provides not in summer must want in winter.