TERMS.

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OFFICE in South Baltimore street, directly opposite Wamplers' Tinning Establishment -"COMPILER PRINTING OFFICE" on the sign.

Adams County

MUTUAL FIRE INSURANCE COMPANY.—
Incorporated March-18, 1851.

OFFICER.

President—George Swope.

Vice President—S. R. Russell.

Scoretary.—D. A. Buebler.

Treasurer-David M'Creary. Executive Committee-Robert McCurdy, Jacob King, Andrew Reintzelman.
Munagers-George Swope, D. A. Buebler, Ja-

cob King, A. Heintzeldman, R. M'Curdy, Thos A. Marshall, S. Pahnestock, Wm. B. McClellan Wm. B. Wilson, M. Eichelberger, Abdiel P. Sikk John Wolford, H. A. Picking, Abel T. Wright John Horner, R. G. McCreary, S. R. Russell, D. M. Creary, Andrew Polley, John Picking, J. R.

Hersh. This Company is limited in its operations to the county of Adams. It has been in successful operation for more than six years, and in that period has paid all losses and expenses. Annotation determined in the Treasury. The Company employs no Agents—all business being done by the Manages, who are annually elected by the Stockholders. Any person desiring an Insurance can apply to any of the above named Managers for further information.

The Executive Committee meets at the office of the Company on the last Wednesday in every month, at 2, P. M.

A. Mathiot & Son's OFA AND FURNITURE WAREROOMS, Nog. 25 and 27 N. Gay street, Baltimore, (near Fayette st.,) extending from Gay to Frederick st.—the largest establishment of the kind in the Union: Iways on hand a large assortment of HOUSEHOLD AND OFFICE FURNITURE, embracing Bureaus, Bedsteads, Washstands, Wardrobes, Mattresses of Hush, Cotton and Hair-Spring Beds, Softs, Tete-e-Tetes, Arm Chairs, Rocking Chairs, Etageres, Marble Tables, Setters, Reception and Upholstered Chairs, AS-SORTED COKORS OF COTTAGE FURNITURE, Wood Chairs, Office Chairs, Barber Chairs, Cribs and Cradles, Hat Racks, Hall Furniture, lilt and Walnut Frame Looking Glasses, Sideboards, Extension Tables, of every length. Persons disposed to purchase are invited to call and givenour stock an examination, which for refricts and quality of workmanship is not equalled by any establishment in the country.

A. MATHOT & SON,

Nos. 25 and 27 N. Gay street. Aug. 6 1860 1y

Still at Work! MOACHMAKING AND BLACKSMITHING

The undersigned respectfully informs his friends and the public that he continues the Conchinaking and Blacksmithing business in every branch at his establishment in Chambershurg street. He has on hand and will manufacture to order all kinds of CARRIAGES, BCGGIES, SLEIGHS, Spring Wagons, &c., of neh, war Repairing and Black smithing of all kinds done at reasonable rates, promptly nd to the satisfaction of customers

fork at market prices. Persons desiring articles or work in the presentally invited to call on JOHN L. HOLTZWORTH.

Gettysburg, Jan. 24, '59.

Something New NGETTYSBURG -The undersigned informs days excepted.) all of the best quality, and sold at the lowest living profits. Cracker-baking in. all its branches is largely carried on, and orders to any amount, from this and adjoining counties supplied at the shortest notice. Having erected a large and commodious bake-house and secured the best workman and the most opproved machinery, he is prepared to do a honey business. VALENTINE SAUPEE.

July 25, 1859.

Hat. Boot. Shoe. MORE NEW GOODS: AT THE SIGN OF THE BIG BOOT. The undersigned have just received a fresh supply of Hats, Caps, Boots, Slines, Trunks; Carpet Bags, &c. Also, have a good supply of Saddles and Harness, Bridlies, Collins, &c.

Shoes and Boots of all kinds made to order

by first-rate workmen, and on short notice .--Home-made work always on hand Priceslow for each. COBEAN & CULP. for cash.
- Oct. 28, 1861.

PADPESSIONAL CARDS.

Wm. B. McClellan, TTORNEY AT LAW .- Office in West Widdie street, one door west of the new Court House. Gettysburg, Nov. 14, 1859.

Wm. A. Duncan,

A. J. Cover, A TTORNEY AT LAW, will promptly attend to Collections and all other business entrusted to him. Office between Fahnestocks and Danner & Ziegler's Stores, Baltimore street, [Sept. 5, 1859. Gettysburg, Pa.

Edward B. Buehler. A TTORNEY AT LAW, will faithfully and promptly attend to all husiness entrusted He speaks the German language .-Office at the same place, in South Baltimore

street, near Forney's drug store, and hearly opposite Danner & Ziegler's store. Gettysburg, March 20. D. McConaughy,

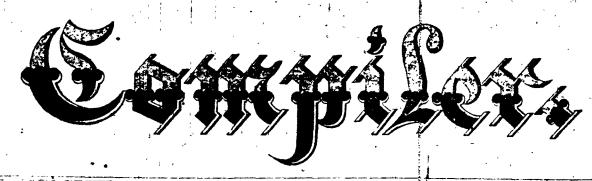
A TTORNEY AT LAW, (office one door west of Buehler's drug and book store, Chambersburg street,) ATTORNEY AND SOLICITOR FOR PATENTS AND PENSIONS. Bounty Land War-rants, Back-pay suspended Claims, and all other claims, against the Government at Washington, D. C.; also American Claims in England. Land Warrants located and sold, or bought, and highest prices given. Agents engaged in lo-cating warrants in Iowa, Illinois and other western States Apply to him personally

Gettysburg, Nov. 21, '53. J. C. Neely, A TTORNEY AT LAW, will attend to collections and all other business intrusted to had care with promptness. Office in the S. E. corner of the Diamond, (formerly occupied by Wm. B. McClellan, Kaq.)

Gettysburg, April 11, 1859. tf J. Lawrence Hill, M. D. Luthershurg street, and opposite Picking's store, where these wishing to have any Dental Operation performed are respectfully invited to sall. REFERENCES: Drs. Horner, Rev. C. P. Krauth, D.D., Rev. H. L. Baugher, D. D., Rev. Prof. M. Jacobs, Prof. M. L. Stever.

Notice. R desire all persons indebted to us to call and make settlement, having made

Gettysburg, April 11, '53.



and family JOURNAL. A DEMOCRATIC

BY H. J. STAHLE.

"TRUTH IS MIGHT AND WILL PREVAIL."

TWO DOLLARS A-YEAR.

44th Year.

GETTYSBURG, PA., MONDAY, APRIL 14,

No. 29.

BRAUTY

The lovliest eye is that of faith, & Which upward looks to God; The pentess foot is that which has The path of virtue thou.

The sweetest line are those that ne'er - A word of guile have spoken; The richest voice is that of prayer, One ne'er a vow has broken.

The prettiest hair is that which time Has silvered o'er with gray,-Or covered b'er an honest head-Its beauties ne'er decay.

The fairest hand is one that oft-In deeds of kindnessigiven ; The purest heart is one that Christ Has sanctified for Braven.

Miscellaneous.

HON. WILLIAM HOPKINS,

SPEECH

OF WASHINGTON, On the Bill to Repeal the Act for the Commytation of the Tongage Duties.

that I preferred to reserve what I might or interest of the purchase money, been the past year to at least \$50,000 had the tax taxation on other property, no candid man have to say until the bill itself would come wiped out, and there is not a single dollar remained. But this is not the only loss the will question. The receipts from this tax,

haps, he recollected by some who are pres- and man. How long sir, think you, would the business, and in July sold out their cult to toll to what it may reach in the cut. that when this subject was before the any of the gentlemen who are opposing stock to their successful rival. course of even five or six years. Some of 'each making or Blacks mithing line, are re- out, that when this subject was before the any of the gentlemen who are opposing stock to their successful rival. House, in another form, (I allude to the this bill continue as their agent a man who ... Thus has the State not only been depri- the more sanguine are confident that, with-House, in another form, (I allude to the this bill continue as their agent a man who resolution which I had the honor to submit would thus disregard their interests? Not pation which I had the honor to submit would thus disregard their interests? Not pation which I had the honor to submit would thus disregard their interests? Not pation which I had the honor to submit would thus disregard their interests? Not pation to the means employed to procure firm it as a principle of morality, as well as the received on these two articles had they been quires no great stretch of imagination to infending the Constitution and the Union as the received on the served articles had they been quires no great stretch of imagination to infending the Constitution and the Union as the received on these two articles had they been quires no great stretch of imagination to infending the Constitution and the Union as they are handed down to us by our fathers.

The Board are not ignorant of the more sanguine are confiders that, with cottage, see that weeping mother, whose is fighting the battles of the tonnage tax, but also of the tolls which would have been quires no great stretch of imagination to infending the Constitution and the Union as they were handed down to us by our fathers.

But while this is true, I cannot consent that I the critizens of the town and county, that he has commenced the BAKING business, on a that at the proper time would hold myself which would be wrong between individuals porters. The Board are not ignorunt of the amount before the lapse of the time menlarge scale, in York street, Gettysburg, nearly prepared to demonstrate beyond the possi- would not be right in men acting in a leg- arguments which are prove correct, See her toiling by night and by day to pro- four or five hundred thousand dollars shall opposite Wattle's flow, where he will try to capacity for the latter sustains the repeal of this tax, as well on the two artistic operations are consideration, as every other that amount by taxation, and would be thus same relation to the people at large as does receive, a liberal partons of the stockholders may rece. BREAD, ROMAN, CAKES, CRACKERS, proposes to repeal, with kindred measures same relation to the people at large as does receive and thought the dividends of the stockholders may receive any that the dividends of the stockholders may same relation to the people at large as does repeal to the agent to his employer. The one acts as description of tonnage. It is said that this compensated, to that extent, for the trade bility of cavil, that the act which this bill islative capacity; for the latter sustains the repeal of this tax, as well on the two artistic capacity is for the latter sustains the repeal of this tax, as well on the people would be relieved from raising cure a scanty subsistence for her little ones be thrown upon the people annually, in order for the benefit of two corporations.

on your statute books

State Canals." By this act, all the ganals then owned by the price agreed upon for the canals. the State were transferred to the "Sunbury" Mr. Speaker, I come now to the act of and Eric reilroad company," for a consider, 1861, entitled "An act for the commuta-

can de were then yielding an annual net! fore us proposes to repeal. west corner of Centre Square. Gettyshurg, 201 38. The period embraced was from the of 1855, on pages 19. 20, 21, 22 and 23. As ple of the whole State have been taxed for the growth of December, 1850, to the 30th of I had the honor; or (if my estimable friend many years. In 1846 a party of gentlemen

> up as follows: Gross receipts on Delagrare Division, in seven years, as allove, Gross receipts on Susquehan-Gross receipts on North Branch -Wyoming Lines.
> Gross receipts on West Branch

Total receipts on all lines, \$4,369,261 38 Total expenditures for same period, ordinary and extraordi-

nary, \$1,505,486 93 This made up in the manner following, viz On Delaware Division, ordinary and extraordinary expen-Construction account,"

Total on Delaware Line, \ \$ 627,015 78 Susquehanna Division, total expenditures, ordinary and ex-traordinary, forth Branch, Wyoming Line,

ordinary and extraordinary, Construction account," Total, including construction, West Branch, total expenditures, ordinary and extraor-

dinary, Construction account," Total, including construction,

RECAPITULATION. Gress receipts on all finished lines for seven veers. lotal expenditures for same per

Divide this sum by seven years and it gives an annual net revenue, as above stated, of

000. For these \$8,180,000 worth of pro- canal transports has fallen off the past year articles, coal and lumber for example, the rendered comparatively valueless. The receipts from the cenals, a stated above, vision was made. lose annually \$234,110.

Now, Mr. Speaker, I shall proceed to re-point.

—that it cripples the energy of the company, though there would be no increase.

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—that it cripples the energy of the company, though there would be no increase.

—that it cripples the energy of the company the compan no one to vote for this bill. But if I suc- gard to this Sunbury and Eric road. I receed, then may I not hope that it will regard it as a highly important improvement: cessiul competition with river ment in orth and south of us; and that it compels tax on coal and lumber had not been repeal to another class of citizens railroad office in orth and south of us; and that it compels tax on coal and lumber had not been repeal to another class of citizens railroad office in orth and south of us; and that it compels tax on coal and lumber had not been repeal to another class of citizens railroad office in orth and south of us; and that it compels tax on coal and lumber had not been repeal to another class of citizens railroad office in orth and south of us; and that it compels tax on coal and lumber had not been repeal to another class of citizens railroad office in orth and south of us and that it compels tax on coal and lumber had not been repeal to another class of citizens. Tailroad office in orth and south of us and that it compels tax on coal and lumber had not been repeal to another class of citizens. Tailroad office in orth and south of us and that it compels tax on coal and lumber had not been repeal to another class of citizens. Tailroad office in orth and south of us and that it compels tax on coal and lumber had not been repeal. t' ose acts of the Legislature as I find them I do not think that it can be gainsayed, it charges on the trade agreed upon by the con- to 240,000 dollars at least.) would have been better, in a pecuniary tracting parties as an equivalent for the in- "If then the whole tax be First, then, let us examine the act of point of view, had there been no constitu-1858, entitled "An act for the sale of the tional barriers in the way, for the State to have made a donation to the road equal to

ation which I shall hereafter state. These tion of thanage duties," which the bill be-

revenue of \$409,110, as may be seen in Leil In order that we may fully understand g slative Documents of 1858, pages 635, '36, this question, it will not, I trust, be regard-'37, '38, '39, '40 and '41. By reference to a ed as irrelevant to refer to the origin of the communication of the Auditor General, in tonnage tax-its practical effects upon the response to a resolution of the House, to be revenues of the Commonwealth. I know curtailing their profits. found as stated above, it will be seen that of no detter way of doing this than by secutive years, a gross revenue of \$4,369,4 may be found in the "Executive Documents" | To meet the interest on this sum, the peo-November, 1857, inclusive, and it was made from Philadelphia, Mr. Dennis, would pre-

> 1,431,205 39 tracts are as follows, viz: "The Board would again most respect-

the Pennsylvania railroad company :

guage in regard to the tonnage tax paid by should pay the tonnage tax to which refer- trous. The former would be highly preju-"It is generally known that a tax of three 467,859 31 mills per ton per mile, for all tonnage car- she people and the Pennsylvania railroad as to the people along the line of the aban-159,155 87 ried by the company between Harrisburgh and Pittsburgh, was agreed upon by the contracting parties as a fair equivalent for 247,889 77 that effect was accordingly incorporated in very bank of the canal. The consequences it would be a constant drain upon the Treasthe charter. Experience for the past two have already been adverted to, and are be- ury. But it may be said, "why not sell that not too high. Indeed when it is remembered that this road is a strong competitor for 300.671 90 nage, and the only one for the latter. it might be urged with much force that the tax should have been higher. The report of the Superintendent of the Philadelphia and Columbia road shows that this competition has been highly prejudicial to the \$4,369,261 38 interests of the transporters over the main 1,505,486 93 line. For example, the whole tonnage carried by the canal men over this line in Net receipts for seven years, 2,863,774 45 | 1853, was one hundred and eight thousand six hundred and seventy-five tons, and that 409,110 00 carried by the Pennsylvania railroad com-This would represent a capital, at five pany was eighty-one thousand four hundred per cent., of \$8,180,000. But this is not all. and fifty tons. In 1854 the former carried Besides those productive canals, the same set, but seventy-three thousand seven hundred a condition of the charter, or shall the comtransferred to the Sunbury and Eric rail and seventy four tons, while the latter carroad sompany the Upper North Branch di- ried one hundred and sixty-four thousand dends, and thus fulfil its part of the con- was to drive them from the track altogether. Yes, sir, so far from the State having receiv-

ductive property and the \$5,000,000 worth forty-seven per cent., that of the railroad answer is, let there be a judicious modifica- continuance of this tax is the only indemniof new canal just completed, the Common- has increased ninety-nine percent. Of this tion, so that in the aggregate the revenue ty the people have for the depreciation in wealth received the promise of the company discrepancy, a very large proportion is of will not be diminished. to pay \$3,500,000. In other words—the first and second class goods, which afford No reasonable man ought to bject to Legislature surrendered to the Sunbury much the greatest remuneration as well to this, and with the assent of the company it road. But, Mr. Spaker, there is another that the interest or these bonds had been the transporters on the canal, by the impo- force in this particular instance; but, for to between \$400,000 and \$500,000. paid, in good faith, the account would sition of the tonnage tax on the railroad, it the sake of the argument, let it be admitted stand thus: Amount of annual net revenue is believed that they must either have been that such a policy would be necessary, would surrendered, \$409.10, in consideration of driven from the business altogether or carwhich the State was to receive five percen- ried freights at a heavy pecuniary loss. It along the line of the road are not content tum interest on the \$3,500,000, which is fortunate, therefore, for this meritorious with the facilities afforded them by the cawould amount to \$ 75,000 per annum. De- class of our fellow citizens, as well'as the nal, and desire a more speedy transit for duct this last ment oned sum from the net interests of the Treasury, that this wise pro- their produce to market, should hey not be

and you will perceive that the State would "It doubts then existed as to the views who are denied the advantages of all such expressed in the foregoing extract, it is be- facilities should be taxed for their accom-But, sir, this is not all, bad as it is. By lieved that what has since transpired ought modation! The people of the effire border the act which transferred these canals to to satisfy any disinterested man. It should counties, from the Delaware to Lake Erie, the Sundury and Eric railroad company, be stated here that the tax originally was as well as those on the southern border of the Commonwealth held the first mortgage, five mills per ton during the navigable sea- the State, derive only an incidental advanon the company, to secure the payment of son of the canal, but afterwards modified to tage from the construction of his road.the purchase money. But by subsequent three mills for the whole year. Without the The policy, then, which would impose upon Regislation, had in 1860 and 61, this mort-remotest intention of reflecting on the action them additional burthens, in order to regage was postnored in favor of other dredi- of that body, it is with great deforence sub- lieve the recipients of the increased facilitors of the road, and the company authori- mitted that the practical workings of the ties from a small advance on their freights, MR. STEAKER .- I have purposely refrain- zed to issue first mortgage bonds to other repeal have been prejudicial to the revenue or the company itself from the performance ed from pastic pating ii the discussion of parties, to the amount of, I believe, \$5,000,- of the Commonwealth. The receipts from of its contract, would, in the judgment of the various amendment which have been 1000. Thus has the only security the State coal and imperin 1851 amounted to about the Board, be unwise. That the repeal of offered to this bill; for the reason, chiefly, had left for the payment of either principal \$30,000. This would have been increased the tonnage tax would lead to increased before the House. That time has now ar- to show, or any available security, for the Treasury has sustained by its repeal. This including all connecting railroads, on which rived, and I propose, with peringistion of the payment of a dollar at any future time tax operated as a protection, to that extent, a tonnage tax is charged, amounted the last House, as briefly as I can, to present my for the \$13,000,000 worth of property this to the transportation on the main line of fiscal year to one hundred and ninety-six views. It has been truly said that this is a bill Now. Mr Speaker, if this be regarded as withdrawn, they alleged that they could lars and seventy-six cents. No page at all of transcendent importance, and, therefore, good financiering on the part of legislators, not carry roal at all, and that they were, familiar with the subject, willsububt that it should be discussed and passed upon with I think it would not be so regarded in the therefore, unable to hear up under the com- these receipts will continue to increase to the most mature deliberation. It will, per-ordinary transactions of life between man petition of the railroad, and they shandoned almost an indefinite period, and they

that had been passed by the Legislature the agent to his employer. The one acts as description of tonnage. It is said that this compensated, to that extent, for the trade say necessaries, of life enumerated above be increased. within two or three years, had taken from the agent of a single individual, while the tax is a restriction on trade—that it resards which has been transferred from the State's J -that it cripples the energy of the domnany, though there would be no increase.

"Would there be anything unreasonable fer it) the missortune, to be the president into a company to build a railroad between of the board at that time, I suppose it will those points. This was alleged necessary to \$2,108,751 05 not be considered plagiarism if I incorporate accommodate the increasing trade with the main line, in view of the effect that the conit as part of my argument in favor of the great west. It was objected on the other 346,787 08 restoration of the tonnage tax. The ex- hand to bestow such a privilege, upon the "Unless something can be flone to bring 482,422 85 fully call the attention of the Legislature discussion of the whole subject, it was agreed be presented of choosing between a total to the subject, which they deem of vital as an offset against the diminution of trade abandonment of a portion of the line, or importance to the Tresury. In their last on the canal, which would be caused by the keeping it up at a heavy annual loss to the annual report, they used the following lan- construction of the road, the corporators Treasury, either of which would be disasthe canal left it altogether in July last, it up at an annual pecuniary loss."

willing to pay for it, and not ask that those

jury the State would sustain by the construction not a corresponding amount have to be raised you are about to restore the tonnage tax; the Treesury, where it rightfully belongs, or tion of the road. The Legislature of 1855, from some other source? Most certainly, which the company had agreed to pay to shall we compel the people to raise an equivahowever, took a different view of the sub- and the only practicable mode of doing it the State for the franchises conferred upon lent smount by increased taxation, for the benject, and, in their liberality to the company, will be by increasing the taxes on real and them, and see how indignant they will at left of such a corporation? There is no escape repeal, &c. While there is a degree of personal property throughout the State In once become. They will perhaps tell you from this alternative. We must do one or the plausibility in these suggestions, yet it is be- view, therefore, of the whole subject, as it that the Legislature of 1861 entered into a other. Shall we hesitate? I trust not. Let lieved that they are more specious than presents itself to the Board, they are of the "ontract" with the company, by which this us then pass this bill. It is demanded by sound when applied to the matter under opinion that tax on coal and has been should tax should never be re-imposed and that discussion. So far as the public interests are concerned, all these objections to the con- If the latter, then such a modification ought the reason that it would curtail their dividends. Abolition Movements.—We learn from the tinuance of the tax would be very easily ob- to be made in the tax on other tonnage as __that instead of receiving eight per cent. New York Evening Post that Senator Wilviated by the company itself, by simply would secure to the Treasury in amount, in dividends they might not receive more than son's bill provides that the United States the aggregate, equal to what would have seven. Sir, which of these two classes think Government will pay the States of Marybeen derived from it as it stood before the you deserves most to be commended for their land and Delaware \$250 for each slave they the case may be fairly put thus: The canals quoting from the report of the Board of in this? Let us see: The State has built, repealing act. The foregoing remarks are patriotism? embraced in the act sunder consideration Canal Commissioners, where the whole sub- at an expense of some \$12,000,000; \$ line of dictated by no feeling of unkindness tohad put into the Treasury, in seven con- ject is discussed at length. This report improvements from Columbia to Pittsburgh. ward the company. On the contrary, the most amicable relations subsist between its therefore, has been prompted by a sense of

In a subsequent part of this some report,

ground that the road would divert the trade back the trade to this line, a very grave from the State's ewn works. After a full question may arise. The alternative may company, in pursuance of which the latter doned portion, as it would lead to a perfect main line, between the points named, and road company. The latter would be felt by

years has demonstrated that the tax was fore the people. Not only has the trade portion which might thus become valuenot too high. Indeed when it is remember- on this line been diminishing ever since the completion of its rival, but as before stated, tive to the State, it is not probable that inthe through, as well as for the local ton-the competition became so strong the past dividuals would be willing to purchase, or season, that the principal transporters on even take it as a gift, and be bound to keep and the Pennsylvania railroad has since that Those, sir, were the views 1 entertained

time monopolized almost the entire carry- seven years ago, and I have neither seen ing trade between Philadelphia and Pitts- nor heard anything since to change them. burgh. In view, therefore, of all this, is there; It is true that the pretext is now set up that but will leave its discussion to the gentlewe repeat, anything unreasonable in sugges- the State has sold the main line of the public men of the legal profession, with a passing ting that the company could obviate the dif- works, which was effected by the railroad, ficulties which it is alleged the tonnage tax that, therefore, the necessity for its contin- that my understanding of the law in regard imposes, by a small reduction of their profits? uance has ceased. My answer to this sug-Divest the subject of all mystifications, and gestion is that the construction of the road ing there must be a consideration. The act it narrows itself down, at last, to the simple so depreciated the value of the State's work in question is wanting in this casential eleproposition—shall the State surrender this that it sold for less than half its cost. As ment. What consideration is here pretenvaluable source of revenue, which was made clearly shown in the extract just read from ided? If such a claim be set up by the friends pany curtail, to a limited extent, its divi-

the value of their canals, which was caused by the building of the Pennsylvania rail-

and Eric railroad company canals which the State as to the carriers, for the reason could be done. In regard to the policy of light in which this question should be view-had paid into the Treasury, annually, for set that the charges of both are higher on these the company increasing their charges on ed. This tax was repealed at a very inausven consecutive years, a net revenue, over chasses than on the third and fourth. From the "local trade," to make up for the ton- picious time. Let us look at this for a moand above all expenditures, ordinary and these figures it is apparent that the canal nage tax paid to the State, it may be re- ment. I believe it is conceded that, at extraordinary. (stealings thrown in.) of transporters have not been able to compete marked in the first place, that if the course the sime this tax was taken off, it amounted a proposition would be regarded as such a \$409.110, in lieu of which the State receiv- successfully with the railroad, at least so indicated by the Board, in their answer to to \$909,000 per animm, and I presume that ed the five per cent. bonds of the company far as the first and second classes are con- their general objections urged against the if we could get at the facts it would be found to the amount of \$3,500,000. Assuming cerned. But for the protection afforded tax, be sound, then it will apple with full that it would have amounted the past year the man who would make such a suggestion.

Now, Mr. Speaker, this tax would rebreernment in its commendable efforts to preserve itself from overthrow-to crush out a most wicked and unnatural rebellion.which Congress has been, and is still being,

incorporation it will be seen that this is a constituents! phipable perversion of the agreement enterthe corporators. The charter expressly prosaid company," and not by the transporters. fice a hundred thousand millions of Northern Who will pretend that the Legislature con- money, without even the hope of any advantage to templated, when they were insisting on this clause being put in the agreement, that it they live." ence has been made. Thus was a compact | dicial to the interests of the great eastern | was to be a tax on commerce, and not on entered into between the representatives of and western emporiums of the State, as well the company? Sir, such a thought never lican journals which make such bitter and built their road, running parallel with the monopoly of the carrying traile by the rail- ward. If proof be wanting on this point, I ner the President and the Secretary of refer gentlemen to the fact that no separate War. franchises conferred, and the provision to for a large portion of the distance on the the people of the whole Commonwealth, as dharge was made in their bills of lading for tonnage tax," until the company began to sgitate the question of repeal. Yes, sir, it then, and not till then, that this insidihe pretext was resorted to. It was altogether an after-thought, but the subterfuge is a little to transparent to deceive the people, however much it may have beguiled their representa-

A word, now, in regard to the plea of this law. I shall not claborate this point, round sellin maps to the inhabitants." remark or two. And, first, I will observe to contracts, has always been that to be bindvision, which had just been brought into and seventy-five tons, thus exhibiting the tract? Should it be said that the tax is unuse, and which cost the State some \$5,000, startling factivates while the tomage of the equal, that it operates oppressively on some ity to see that the canal, and wast, would be bill actually gave the company some sight around the canal and the canal an

hundred thousand dollors of tax then due, for the privilege of relieving them from its payment in future. Call you this "consideration?" If it is, then, as has been said of "self-right-cousnes;" "the more we have of it the worse we are off." But, sir, this pretence of "contract" cannot be sustained .--If it can, then what would prevent us or our successors from bartering away any other portion of the sovereignty of the people?-To illustrate the absurdity of such a proposition let us suppose a case. Under the charters of most, if not all of the banks of the Commonwealth, as well as most other corporations, the stock and dividends are made taxable. These taxes amounted, in the aggregate, the past year, to over four hundred thousand dollars. Now, Mr. Speaker, suppose these corpora-

ions had refused to pay these taxes for two years, the amount due would be, say, \$800,000. And suppose further, that they should come before the Legislature with a roposition to be relieved from the payment of those taxes, by means of a "commutation bill," what would be thought of a Legislature that would undertake to enter into a "contract" with the corporators by which they should be thus relieved for all coming time from the payment of taxes on their stocks and dividends, and the consideration the State would receive on the "contract" would be the surrender of the eight hundred thousand dollars then due? Sir, such monstrosity that it would be scouted by every honest man in the Commonwealth; and tion would be considered as wanting either in intelligence or integrity, or both. Well, sen a capital, at 5 per cent., of eight or nine sir, in what essential particular does this thirteen millions to which reference has al- I affirm that, for all practical purposes, ready been made, does it not demonstrate they are substantially the same. Let us that at least twenty millions of dollars have then hear no more about the binding oblibeen taken from the people for the benefit gation of such a "contract," and let us, as of two corporations? Again: I have said far as we can, right this great wrong that that the time was insuspicious for this repeal; has been committed against the people. of the tonnage tax. Look abroad, sir, over; I suppose that so far as the Sunbury and

the country, and see its pecuniary condi- lirie matter is concerned, it is beyond our We find the financial skill of the reach . I confess I do not exactly see how we ablest statesmen in the land taxed to its can remedy that; but however this may be utmost tention, to devise ways and means the Treasury this tonnage tax, which in my judgment, and, I doubt not, in the judgment of the Mouse, has been improvidently taken

from it. When we contemplate the straight into The gentleman from Philadelphia (Mr. Abboth A word, Mr. Speaker, and I shall have dond. has alleged that a number of the western counpressed to find new objects of taxation, is it lies. Washington among them, are influenced not marvellous that a Legislature could be in their advocacy of this bill by motives of hosfound in Pennsylvania that would vote out tility to Philadelphia. Now, sir, in regard to the of the Treasury such a large sum of money county which I have the honor, le part, to refor the benefit of a corporation? Sir, with present, the allegation is wholly unwarranted. the most careful husbanding of our resour- Sir, I but utter the sentiments of our people, ces, the taxes that will be indispensable to when I say, that we hold Philadelphia and her sustain our credit will be oppressive beyond citizens in the highest estimation. We regard anything the country has ever witnessed .- that tity as the great metropolis of our great Already has Congress been compelled, as they Commonwealth. We admire her noble and allege, to impose such a tax on tea, coffee, | generous citizens, and our merchants show sugar, &c., as places those articles out their appreciation of the high character of of the reach of very many meritorious Philadelphia merchants, by the handreds of thousands of dollars which they invest there Yes, sir, go with me to yonder humble annually for goods. For myself, I can say that cottage, see that weeping mother, whose I have always, on all proper occasions, defend-

ef she murmurs inot, but consoles herself | Mr. Speaker, this has become the most githe people some \$18,000,000 or \$20,000,000, other sets for the whole people of the Com- the development of the great agricultural own works to the railroads: but it is suf- with the reflection that the finantial necess gantic corporation in the country, and its powmonwealth. But I will not elaborate this and mineral resources of the Commonwealth, ficient for the present purpose to treat it as ities of the country demand the sacrifice, er and influence are augmenting yearly. It and she meekly bows to her fate. Noble may be said that it stands to-day with one not only with the necessaries, but all the question resolves itself, at last, into the simtopealed, will luxuries of life. Tell these gentlemen that ple proposition: Shall we restore this tax to

> will emancipate. There are 90,000 slaves But, Mr. Speaker, it is contended again in those States, and the bill, therefore, calls the other hand, by these railgood centle, upon the people of the North for over ifen and their friends on this floor, that this twenty-two millions of dollars, if those States tax is not paid by the company, but by should accept the proposition and set free those who transport produce, merchandise the slaves. If any thing could reconcile us dr., over the road. This, indeed, was the to this unconstitutional and offensive gument addressed to the Legislature when scheme, it would be an amendment that the the repeal of the tax was sought for and ob- | free negroes should all settle in Massachusined. But, sir, by reference to the act of setts and become a part of Senstor Wilson's

> Amos Kendall says there is " a party vides that this tax shall be paid by "the themselves or the people of the States in which

> It seems never to occur to the Bepubentered into the mind of any one at the time perfistent assaults upon Gen. McClellan that the charter was granted, nor for years after- they thereby censure in the strongest man-

A Puzzle,-As I was going towards St. Ivas, I met seven wives, and every wife had seven sacks, and every sack had seven cats, and every cat had seven kits; -- kits, cats, sacks, and wives, how many were going towards

St. Ives ? · The Irishman's opinion of Yankee enterprise was that:

"Bedad, if he was cast on a desolate "contracts," set up as a bar to the repeal of island, he'd get up next mornin' and go

A new repeating rifle, made by the New Haven, Ct., Arms Company, was tested satisfactorily at Washington, a few days ago. It can be fired 15 times when once loaded-an operation that takes no longer than loading a Springfield musket with a single cartridge.-Thirty, sho's were fired in a minute and a ball and they have a range of 1,000 pards. The Government has ordered a large quantity.

The city of Odessa has been invaded by mice to an alarming extent. The cats in