



MOUNTAIN SENTINEL.

EBENSBURG, PA.

THURSDAY, JANUARY 24, 1850.

THE SENTINEL, has much the largest circulation of any paper published in this county—and as an advertising sheet offers superior inducements to merchants and business men generally. Those desirous of making use of this medium for extending their business can do so by either sending their notices direct, or through the following agents: John Crouse, Esq., Johnstown. E. W. Carr, Evans' Buildings, Third st. Philadelphia. V. B. Palmer, Esq., New York, Philadelphia and Baltimore.

Appointment by the Canal Commissioners.

WILLIAM S. CAMPBELL, to be Superintendent of Motive Power and Supervisor of Repairs on the Allegheny Portage Railroad.

It is with no small degree of pleasure that we are enabled to make the above announcement to our readers. Mr. Campbell is a man who fully understands the duties and responsibilities of the important office to which he has been appointed, and he has the tact and business qualifications to enable him to discharge the duties incumbent upon him with singular ability. Cambria county which is perhaps most deeply interested in the appointment of Superintendent has at length been honored by the selection of one of her own citizens whose interests and sympathies are consonant with her own.

P. S. Since the above was in type, we have received the following additional appointments:

Collectors.

Stewart Pearce, Columbia; S. S. Bigler, Harrisburg; George Smith, Beach Haven; Stephen Wilson, Northumberland Allison White, Dunnsburg; C. D. Eldred, Williamsport; C. Thomas, Liverpool; S. Law, Newport; D. W. McCormick, Lewistown; A. S. Harrison, Huntingdon; A. A. Douglass, Hollidaysburg; E. Zeigler, Duncan's Island Bridge; J. Shoemaker, Juniata Aqueduct; A. Stewart, Swatara Bridge.

Supervisors.

J. M. Soliday, Delaware Division; B. Jaylor, North Branch; Thos. Bennett, West Branch; D. Rodearmel, Susquehanna; J. M'Laughlin, Eastern; J. S. Miller, Lower Juniata; J. P. Anderson, Upper Juniata.

Cargo Inspector.

G. N. Smith, Johnstown.

Weighmasters.

M. H. Horn, Easton; Robert Williams, Hollidaysburg; J. G. Chesney, Northumberland.

We again tender our thanks to A. Drum, Esq., of the Senate, and Messrs. Smith and Hastings of the House, for useful public documents.

The Harrisburg Union states that a petition is now in circulation, to be presented to the Legislature, claiming justice at its hands for the volunteers of the State who served in the Mexican war. Under the laws of this State, they claim a certain amount of money as due them, and ask that a committee of the Legislature be appointed to examine the claim.

Thomas C. McDowell, Esq.

It affords us much gratification to announce to our readers that this gentleman has been elected State Librarian at Harrisburg. This is a very pretty post, and we know that he will make a kind and an obliging officer. The honor could not have been conferred on a man more worthy of it.

State Treasurer.

On Monday last, John A. Mickel, Esq., of Schuylkill county, was elected State Treasurer to take the place of Gideon J. Ball, the present incumbent. Mr. Mickel is said to be a democrat of the "right stripe."

Col. McClure, of the Juniata Sentinel, says of the self-elected Speaker of the State Senate, that "He is not the most efficient Speaker the Senate ever had, nor is his appearance altogether prepossessing. He looks pretty much like the slab cut off a crooked stick—tall, slender, stooped, with a small bald head and a hatched face." Just such an appearance as any one would suppose him to possess who is acquainted with the disreputable part he lately played.

Report of THOMAS J. POWER, ESQ.
We look upon the Report of Thomas J. Power, Superintendent of the Allegheny Portage Railroad as giving a very fair and correct statement of the actual condition at the present time, and of what repairs are necessary to place it in proper order for transacting the business of the approaching season. As we cannot find room for it entire this week we will make such extracts from it as we deem most important and therefore most acceptable to our readers.

The purchase of two new locomotives is urged as soon as possible, and a number of the old ones require considerable repairing to place them in running order. The total motive power expenses during the past year were \$168,453 93, and the total expenses were \$146,533 59, leaving a balance in favor of motive power department of \$21,920 34. The estimated amount required for motive power purposes for the coming season is \$163,700 00. Out of this amount \$15,000 is required previous to the 1st of April 1850.

Owing to the decayed condition of the timber in the track, it was found necessary on several divisions to increase the number of workmen, and extensive repairs were made at Nos. 4, 5, 6, and on the foundation and roof of Riggers' loft. The decayed state of the timber, superstructure of the track—the delapidated condition of the inclined planes, and the worn out state of a large amount of the edge rails on the levels, render a heavy expenditure necessary to enable the road to pass the increased trade and travel which may be expected upon it by the completion of the Central road.

The total amount of railroad tolls received during the season were \$54,012 63, being an increase of \$2,390 73 over those of last year, and the expenses of the repair department amounted to \$45,664 70.—Should the Legislature authorize the laying of the ascending track on the inclined planes with a heavy rail, the engine houses to be repaired, cast iron or leaden water pipes to be laid, and new rails to substituted on the levels where old ones are decayed, the sum of \$92,085 00 will be required for that purpose.

The completion of the Western Reservoir is earnestly requested, and an appropriation of \$45,000 is stated to be necessary to complete it.

Mr. Power also urges upon the Legislature and the Canal Board the propriety of dispensing altogether with the inclined planes on the western side of the mountain by making a new road along the bed of the stream which runs parallel with the present road, and states that \$549,038 00 will be sufficient to accomplish that object.—He asserts that by the adoption of this plan there would be annual saving to the Commonwealth, after paying interest on the amount required, of \$39,407 25. This recommendation is of such importance that it should elicit the earnest and earliest attention of the Legislature. Its practicability we regard as being beyond a doubt, and the entire State should feel an interest in its adoption, not only on account of the increased facilities it would afford for transacting business on our public improvements, but because of the large amount that would thereby be annually saved to the Commonwealth. But we will conclude in the language of Mr. Power himself:

But there are other advantages of much greater importance than that above stated. The capacity of the road would be more than quadrupled. The necessity of an expenditure of a large sum to put the five western planes and the machinery in proper order, would be avoided. The State would possess thirteen miles of new road, which would not require more than one third of the amount now expended annually to keep it in repair, and the trade and travel of the Central railroad, for a distance of twenty or twenty-five miles, would be secured, as they would willingly adopt the State road for that distance, and abandon the idea of constructing one of their own from Johnstown to the Summit.

That part of the road which I propose to avoid, has five inclined planes upon it, with two stationary engines at each of them. The planes were originally laid with a light plate rail, placed upon string timber, (a kind of road that is expensive to keep in repair, extremely dangerous, and now almost obsolete.) The iron is so much worn and broken, as to require renewal. The water for the stationary engines is brought to the planes in temporary wooden pipes, laid upon the surface of the ground, and require heavy repairs annually; frequent delays are experienced from their getting out of order. In place of these, cast iron or leaden pipes must be substituted, and laid sufficiently deep to protect them from the frost. One hundred and twenty-four tons of the iron, on the levels that would be avoided, are worn out and require renewal. The engine houses at the head of the planes require extensive repairs and alterations, to pre-

pare them for the increasing trade. The capacity of the planes must be increased by altering and strengthening the machinery. New foundations must be built for three of the engines; various minor improvements will be necessary, in the course of a year or two, if the old road is to be kept up.

I annex an estimate of the cost of making these repairs and improvements, on the west side of the mountain, the incurring of which amount would be unnecessary, if the Legislature should authorize the proposed alterations:

For new boilers for the second set of engines,	\$3,000 00
four miles of water pipe,	8,500 00
two hundred and fifteen tons of rails for inclined planes, at \$80,	12,900 00
four thousand two hundred cross-ties, at 28 cents,	1,176 00
laying track on planes,	2,000 00
three new foundations for engines and machinery,	5,000 00
alterations and repairs to engine houses,	5,000 00
altering and strengthening machinery,	5,000 00
one hundred and eighty-seven tons of iron for the levels, at \$60,	11,220 00
three tons of castings for the levels, at \$45,	135 00
two tons of spikes, at \$1 40,	280 00
	54,211 00

The value, to the Commonwealth, of the old materials, from the road that would be avoided, would be as follows:

For ninety-eight tons of plate rails from planes, at \$25,	\$2,450 00
one hundred and twenty-four defective edge rail from levels, at \$25,	3,100 00
one thousand four hundred and twenty-four tons of sound edge rail which will answer to replace the defective ones on the other part of the road intended to be kept in use, at \$60,	85,440 00
six hundred and fifty tons of cast iron chairs, fit for use, at \$45,	29,250 00
fifty tons of cast iron chairs, unfit for use, at \$15,	750 00
ten stationary engines and machinery, at \$2,500,	25,000 00
ten houses and lots at the planes, at \$400,	4,000 00
Amount of value of materials,	149,990 00
Add amount necessary to be expended if the old road is to be kept up,	54,211 00
	204,201 00

This amount, deducted from the total cost of the new work, five hundred and forty-nine thousand and thirty-eight dollars will leave the actual cost of the new work, only three hundred and forty thousand eight hundred and thirty-seven dollars.—The interest on this sum, at six per cent., is twenty thousand six hundred and ninety dollars, while the annual saving in the expenses, it has been shown, would be thirty-nine thousand four hundred and seven dollars and twenty-five cents, thus making a clear saving of eighteen thousand seven hundred and seventeen dollars and twenty-five cents annually, over and above the interest on the cost of making the proposed improvement. This when added to greatly enlarged capacity of the line, that would result from the adoption of my suggestions, I apprehend, will commend the alteration to the favorable consideration of the Board.

The committee in the Pennsylvania Senate, to whom was referred the memorial of the Editorial Convention held in Harrisburg a short time since, praying for the passage of a law authorizing the publication of the laws in the newspapers of the State have reported against it. There have been many laws adopted by the Legislature which were of much less public utility than this would have been.

The Central Railroad Company have reduced the fare to a uniform rate of three cents per mile for passengers, and it is said that the Canal Commissioners have adopted the same rate on the Harrisburg and Philadelphia Road.

Gen. Jackson's Monument.

We are glad to learn that the great equestrian statue of Gen. Jackson is about to be put up in sight of the patriotic Members of Congress who preferred to wrangle the Eight of January out, rather than sojourn in honor of the glorious Anniversary of the battle of New Orleans.

The Washington correspondent of the Journal of Commerce says: During the present month, the equestrian statue of Gen. Jackson in bronze will be completed, and placed on a granite pedestal in La Fayette Square, opposite to the President's house. The statue will do great credit to the artist, who is a young American of great genius, Mr. Clark Mills. The monument was ordered by the democratic association of this city, and the Government furnished the material, in several pieces of cannon that were taken from the British at New Orleans.

The proportions of the statue are colossal, and the figure will be very striking. It is the only statue of bronze ever made in this country. The horse is self-poised, which is different from the other equestrian statues. In that of Peter the Great, the horse is supported in his position, by fastening his tail to the pedestal.

Eighth of January CELEBRATION.

At Loretto, the 8th was celebrated in a very spirited manner. The Allegheny Infantry were on parade, subject to the orders of the brave and veteran Captain Schnetberg and his gallant Aids. They presented a very fine appearance, if not finer. After performing various manoeuvres in the presence of the assembled crowd the company adjourned to the store of Lieut. Little. They organized by appointing Patrick Braniff President, Henry Schnetberg and Sabastian Fry, Vice Presidents. On motion the assembly was briefly addressed by Sergeant H. C. Kaylor, in a style peculiarly animating, and appropriate to the occasion.—The preliminary arrangements and specifying concluded, the following toasts were read &c.

REGULAR TOASTS.

1st. Our Army and Navy: As efficient as any in the world.
2d. Our Constitution and Laws: So perfectly consistent with reason, and compatible with human will—they must endure while time endures.
3d. Education: Without it, man would be one of the most vile and ferocious, yet helpless and miserable of subhuman beings.
4th. The American Agricultures: The main support both to the laws and people.
5th. The American Eagle: Ever willing to extend the wing of protection over the oppressed.
6th. A hearty welcome to all emigrants and success to emigration.

VOLUNTEER TOASTS.

By Francis A. Storm: The 8th of Jan.: May it ever be a source of gratification to Americans.

By Peter Sweeney: Our Home and our Country: Oh may it stand. When commanded by such Generals as we have at hand.

By Augustin Kaylor: The Allegheny Infantry: May they never suffer defeat.

By Joseph A. Buck: General Jackson: A man who never shrunk from responsibilities when he saw that his country required that he should do so.

By John T. Leavy: Our Country and our Country's cause forever.

By James Miller: The Ladies of our Country: All Hail!

By H. Scalan: Long corns and tight boots to the enemies of our country.

By Francis Flick: Gen. Andrew Jackson: The hero of New Orleans.

By Henry Schnetberg: The Allegheny Infantry: May they do as well, as I wish them well.

By Daniel Gallagher: May the Eagle of America spread its wings and crush the tyrannical oppressors of England.

By H. Scalan: Cambria county: Never in the rear in her number of soldiers.

By F. Pfoff: Long may the memory of Gen. Jackson be held in esteem.

By P. Braniff: My Country right or wrong.

By Henry Schnetberg: Success to all our fellow soldiers of the Cambria Legion.

By James A. Todd: Here's to the day we celebrate, in honor of the victory gained at New Orleans by the heroic Andrew Jackson.

By Jerome J. Melhorn: Gen. Andrew Jackson: The Hero, the Sage, and the Patriot.

By P. Braniff: That the Allegheny Infantry may stand by their country's cause.

By H. C. Kaylor: Captain Schnetberg a soldier brave. Ever ready his Country's honor to save. From the grasping hands of tyrant's slaves. A good commander he will make. When called forth Canada to take. Or some nation the present peace to break. So here's health to you Captain it's Brandy I take.

By A. Little: Our country: Whether attacked at home or abroad may the Allegheny Infantry never shrink from the preservation of it.

By Henry Schnetberg: Camp Jackson: Where many American soldiers were inspired with courage to fight their country's foe, some were also animated to leave for dear home.

By J. T. Leavy: May the ladies who grace our company with their presence never have corns on their toes.

By Thomas Hogue: May the Allegheny Infantry answer the expectations of their country as the Heroes of New Orleans did on the 10th of January, 1815.

By Wm. J. Coons: The 8th of January: May it ever be an example to the American Soldier and may it strike terror and dismay among the British tyrants.

By Henry Schnetberg: Here is prosperity to all American Generals and Soldiers.

By Joseph A. Todd: Andrew Jackson: As brave a soldier as ever drew a sword in liberty's defence.

By Jerome J. Melhorn: This is the ever memorable 8th of January on which General Andrew Jackson gained the brilliant victory over the proud Britons at New Orleans; may the Allegheny Infantry always be ready to pursue the same course against any invaders on the American soil.

By a Guest: Our Host and Hostess: The avidity with which the present crowd appear to swallow the doses prepared by them, proves them no quacks at getting up an 8th of January entertainment. Their preparations taken according to the directions of Father Mathew have anything but an enervating effect upon the human system. May the Doctor never have need of other medicine, nor his lady of another Doctor.

The Carnival in Paris was kept with more than usual revelry. It approached to the frantic.

Tariff Duties and Protection. No. 7.

It has been estimated that the Agricultural products of the United States, for the year 1848 were sufficient to maintain one half the population of the world for the space of one year. And it is manifest that these products may be doubled and trebled in a few years, thus enabling us to feed the whole world provided we encourage agriculture at home, and cherish commerce with the "rest of mankind." In fact it would seem that Providence had reserved this country as a wheatfield and a "potato patch" for the old world after the population has outgrown its territory until it can no longer raise bread sufficient for itself.

What then must our farmers think of the protectionists who would deprive them of the market of the world, and confine them to narrow limits of a home consumption. This must be the consequence of restrictions on foreign trade by tariff duties and besides these high duties are retaliated by corn laws and other restrictions which prevent the exportation of breadstuffs at any reasonable price. The protectionists are not ignorant of the consequences. If they can prevent exportation of agricultural products, farmers will then be obliged to sell to them at an under value or let their produce remain unsold. For instance the value of the exports of breadstuffs for the last year was \$111,000,000. Now a restriction of that trade would have prevented this exportation would have thrown this amount of farming produce more in the market and of course reduced the price of it at the manufactories.

Thus it appears that it is not enough to tax the farmers on the consumption of merchandise for the benefit of manufacturers but the price of their produce must be reduced for the benefit of the latter also.

But there is another consideration which ought to give farmers a better insight into the protective policy than all the sophistry of the tariff school. And that is where manufacturing establishments are founded they, in a few years, monopolize all the lands in their neighborhoods and stock their own market by the labor of an enslaved tenantry where formerly, there were wealthy and independent farmers. Where is the man venerable in years and of sane memory, who has observed the progress of the manufacturing establishments in Pennsylvania who cannot point out lordly estates covering whole neighborhoods and owned by corporate companies or perhaps individuals where some years ago he saw communities of independent farmers.—And he can also point out the sons of these now "rooted out" farmers toiling at day labor, or greasing cars on the public works.

Can this be true, says the protectionist, or how can men be swindled out of their farms unless they consent to it? Let him who would make such inquiries own a farm in the vicinity of a manufacturing establishment, and let him engage in social dealings with its owners. Let him purchase merchandise in their store. Let him send his team or his laboring hand to work at the establishment at leisure times thinking as most men do in such cases, that he can thereby earn what trade he has need of without paying money for it. Let him, I say, do these things, and if he never learns the cause of what is above stated, he will at least learn to feel its consequences in a manner that will send him tottering down the declivity of old age in poverty and destitution, or he will be more fortunate than most men who engage in similar enterprises.

The tariff question has generally been considered as a purely national one, as regards taxation, and in no way connected with state revenue, but the policy of latter times proves that it may be applied to state purposes and strong efforts have been made to apply it to that use, that thereby state taxes may be extorted from labor, and property relieved from that responsibility. This will be the subject of the next number, which will be the "ultima-tum," at least until I undergo an "andulation" in the crucible called the "Johnstown News."

JUSTICE.

Insurrection in Servia.

All reports in regard to this seem to be carefully suppressed by the Austrian papers; but according to the Breslau Gazette, most grave and ominous intelligence has been received at Vienna,—intelligence showing the insufficiency of the Russian recipe for pacifying a country, though fettered by Austrian woman-floggers. It is stated that at Salbaugh, in the Tyrol, an attempt to disarm the National Guard was resisted, and the regular troops were repulsed. In the country of the Slovacks the greatest animosity exists against the newly constituted gendarmerie. In Servia military insurrection has broken out, in consequence of an attempt to reduce the pay of the troops, and several lives were lost. It is said that the Servians and Croats having discovered how they have been deceived by the Austrian Government, are endeavoring to enter into some arrangement with the Magyars whom they had assisted Austria to crush; and a military outbreak in Servia will, it is said, be the signal for the rising of the Czecha in Bohemia. It is said that 60,000 Honveds are to be sent to reinforce the Austrian army in Italy, and the policy of the movement is more than doubted, as the men are likely to seize the first opportunity of turning their arms against the Government. Marshal Radetzky is represented as dissatisfied with the comparative neglect with which he has been treated, whilst honors have been showered in profusion on the army of Hungary, which,

but for Russian intervention, would, ere this, have been annihilated. Radetzky feels that he saved the empire, whilst the army of Hungary and its Russian allies only saved the Emperor.

The Vienna correspondent of the London Express says in regard to this: "Do not allow your confidence to be shaken in the important news which I sent you yesterday, of the outbreak of a rebellion in the Servian and Slavonian military boundaries, and of the abolition of the double cordon on the Turkish frontier, by the silence of the Vienna press on the subject. That silence is due to the orders of Gen. Welden, who has sent round to the editors of the several journals to give them a hint to abstain for the present from making any reflections until the government should be enabled to present the public with fuller explanations."

From Kingston, Jamaica.

Kingston papers to the 7th inst., inclusive, contain the following intelligence:

Jamaica is on the high road to a total bereavement, sunk in credit—deprived of the produce of her agriculture—crippled in her public financial affairs—plunged into listlessness by an almost general apathy—deserted by her richer residents and the backs of her few industrious children turned towards her—she offers, for contemplation, a most gloomy picture. The clouds are gathering closely around her—ruin is upon the threshold—and misery will soon occupy our huts, our houses, and our mansions.

The Assembly have passed the revenue bills, including that laying a duty on rum, without attaching to them any of the special appropriations of the funds which have hitherto produced difficulty between them and the Council. A good deal of excitement has been caused by the proposed change in the route of the Royal Mail Company's steamers, by which they will run directly from St. Thomas to Chagres, without touching at Kingston. This, it is thought, will inflict a severe blow on the trade of Kingston. The Despatch publishes the American Declaration of Independence, with the following significant comment:

"It is not by any means that this declaration is the greatest effort of human genius—that it is the most eloquent and sublime of mental productions—nor is it alone for its bold and manly assertion of human rights, and its defiant proclamation of the wrongs of a tyrannical Government, that it is so illustrious and memorable. It is connected with the violent struggle of a gallant people in a desperate fratricidal warfare for freedom and independence—because it is a truthful recital of the causes and wrongs which led to and justified the most remarkable and eventful revolution which the world has ever witnessed. Success sanctified rebellion, and immortalized its authors and their deeds. Had Britain triumphed in the war of the revolution, the names of Washington, Adams, Franklin, Jefferson, and their co-peers, would have been scarcely more distinguished on the page of history, than those of Wallace, Monmouth, Argyle, Sidney, Russell or Kosciusko. Many of the causes which impelled the separation of American from the mother country are so similar to our own, that we could not refrain from publishing this able document at the present time."

Dickerson's Process of Making Iron.

The Jerseyman gives the following description of the new process of making iron recently invented by Mr. Alexander Dickerson, of Newark, to which we referred some days ago. Mr. D's. experiments have been conducted during a year past at a forge near Dover:

"The fire is placed at the end, and under a horizontal bed of fire brick some 12 or 15 feet in length—the fire passing through to the other extremity. In the centre, and over the bed, is erected a double cylinder, which is filled with crushed ore and pulverized anthracite coal. The intense flame surrounds the cylinder, as also passes through the centre by the inner cylinder, which eradicates the oxygen and all other impurities, without the presence of atmospheric air. Being thus prepared, the ore gradually melts and descends to the hearth where it first comes in contact with the fire, which destroys the remainder of the pulverized coal by frequent stirring, and the iron is thus partially formed. From this hearth it is thrown to another about 8 inches lower than the first, where it is worked into balls of about 100 pounds amid the same sheet of fire, and in a few minutes the ball is withdrawn and put under the hammer to put it in shape, which concludes the process.

This process seems simple and unsatisfactory, but it has been so long tested in the presence of experienced iron manufacturers, that every doubt of its success has vanished, and we understand that as soon as Mr. Dickerson obtains his papers, several forges will be so remodelled as to abandon the old method of iron manufacturing and adopt Mr. Dickerson's.

The saving of fuel is but a small item in the value of this invention; it is the superior quality of the iron and its cheapness, in which the greatest value consists. We have in our office four specimens of his manufacture three of which are rolled and one hammered. The former are of one-twentieth of an inch in thickness to an eighth, and the latter upwards of an inch. Our blacksmiths pronounce it the toughest article they ever saw or worked, and is perfectly divested of cracks or splinters, when bent."

The people of Georgetown, D. C. are advocating the question of retrocession to Maryland.