



MOUNTAIN SENTINEL

ANDREW J. RHEY, EDITOR.

EBENSBURG, PA.

THURSDAY, MARCH 20, 1851

THE SENTINEL, has much the largest circulation of any paper published in this county...

John Crouse, Esq., Johnstown. E. W. Carr, Evans' Buildings, Third St Philadelphia. V. B. Palmer, Esq., New York Philadelphia and Baltimore.

Plank Roads.

The project of constructing a plank road from Ebensburg to the Cherry-tree, was agitated a year since to such an extent that many persons were induced to believe that the work would have been commenced ere this...

The Weather for ten days past has been as changeable as the hide of a chameleon. Saturday last was warm and pleasant, and judging from the unusual amount of music poured forth by the birds in concert assembled, we did think that spring with all its beauties was suddenly to smile upon us...

Messrs. J. & J. M'Ginley have become proprietors of the Summit "Mansion House," heretofore kept so well by Mr. Wm. S. Campbell, and the whole attention of the Messrs. M'G. will be devoted to the comfort and convenience of their guests...

ing. A good, speedy, and sure connexion with the Central Rail Road, would increase our business, would afford an outlet for our products, would bring amongst us many strangers,—who would be attracted here by the beauty of our town, and the healthiness of the climate—would enable our merchants to receive their usual supplies of goods with despatch, would increase the price of property, would encourage manufacturing here, and around us, and we do think, would be productive of much good and little harm...

Thomas Ritchie, Esq., the venerable editor of the Washington "Union," has disposed of the same to Major Andrew J. Donaldson, formerly Gen. Jackson's private secretary, and minister to Berlin under James K. Polk. Major D. has associated with him Gen. Rob't Armstrong, late consul to Liverpool. Both gentlemen are well known to the Democratic party, and have the experience and talents to increase the already popular character of this sterling Democratic paper...

The following is the result of the election held in our borough on Friday, 14th inst.:— Burgess—D. H. Roberts. Town Council—E. Hughes, John Dougherty, D. O. Evans, Fred. Kittel, Milton Roberts. Auditors—Joseph M'Donald, Charles H. Hejer, David J. Evans. School Directors—Rob't Carnon, J. D. Hughes. Overseers of the Poor—Jos. M'Donald, T. B. Moore. Assessor—Richard T. Davis. Town Clerk—Rees J. Lloyd. Constable—William Whery. Judge—Wesley Bateman. Inspectors—John Williams, John A. Blair.

There was certainly more excitement at our Borough election, which resulted as above, than the "oldest inhabitant" remembers of. Electioneering is a matter seldom indulged in at borough elections, even by those who are unpopular; but this time it seemed as if some of the candidates were not at all desirous of defeat, and done their best to secure at election. The ticket elect is an excellent one, and we shall expect to see that nice paving done, that several of the Councilmen pledged themselves for. The Col. of course, will not go back of his word, and our musical critique can be depended upon. It would be out of place not to mention the services of the gallant firemen, who were out "wid der masheen" on the election day; and too much praise cannot be awarded to them for the admirable manner in which they washed several young gents. about town, but those windows, which were broken, should be repaired and paid for by the "Friendship."

officer and private out of their regular pay, and confident that the claim is a just and honest one, therefore we can see no reason why the Senate should not grant the prayer of the petitioners. This bill passed the House of Representatives at the last session, and it is a duty incumbent upon our present Senate to carry out the provisions of the act, as above stated, and render to these noble men the respective amounts so justly due them. Such a course should receive universal commendation.

A few weeks since we attended a Grand Fancy Dress Ball, at Hollidays'bg, and we intended to have written a full report of the same, but when we asked for the book of characters, (not Roback's) it was lost or mislaid, and we were unable to obtain the names of those present, consequently were sadly disappointed. But we must say that in all our life, and it has not been a very long one, we never attended a party that passed off with so much eclat. The ladies (charming creatures) were looking so well, dressed so admirably, their eyes were, as Romeo tells us, capable of "teaching the torches to burn bright, their beauty hung upon the cheek of night," &c., and oh how we wished it was our cheek;—they were the embodiment of all that was recherche and elegant, and may (as Hamlet told us) "perdition catch our soul," if we did not love them all. The gentlemen were nearly all dressed in character, and supported their parts well, were attentive to the ladies, and in their general deportment led us to believe that many of them had walked upon the stage, not of a theatre, but of life, a sufficient length of time to earn a reputation and a name that was not born to die. The Standard and Shield gave full and interesting accounts of all that happened. Wal I've bin thinkin' that if we could git up sich a thanksgiving to hum here, that we would feel good. Jerusalem. So says Jonathan.

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The New Portage Road.

The Report of Robert Faries, Esq., Civil Engineer, appointed to make a survey of the route to avoid the inclined planes on the Portage Rail Road, contains so much interesting information that we would wish to publish it in full, but for want of space are compelled to make the following extracts. The Report enters fully into the details of the cost of the proposed route, and contains the estimated expense of four different surveys, viz: Line No. 1, maximum grade 60 feet per mile, 51 miles long, total cost, \$1,665,000. Line No. 2, maximum grade 75 feet per mile, 47 miles long, total cost, \$1,495,000. Line No. 3, maximum grade 85 feet per mile, 45 miles long, total cost, \$1,370,000. Line No. 4, maximum grade 95 feet per mile, 43 miles long, total cost, \$1,315,000. This includes the cost of a tunnel at Sugar Run Gap, 2300 feet long, and is

sufficient to lay the road with a double track, but from the above estimates should be deducted the value of materials at present on the Portage Road. Thomas J. Power, formerly Superintendent of this road, estimated the value of materials taken from 13 miles of the road that would be avoided by dispensing with the five western planes, at \$149,990. Estimating the old materials on the same principle, for 21 miles of the old road that would now be avoided, embracing ten inclined planes, depot and riggers loft at the Summit, and the estimate will stand thus:

Table with 2 columns: Item description and Price. Includes 200 tons of plate and edge rails from planes at \$25 per ton (\$5,000.00), 170 tons defective edge rails at \$25 per ton (\$4,250.00), 2,200 tons edge rails which will answer to replace the defective rails on such parts of the old road as been adopted with the new lines, at \$60 per ton (\$132,000.00), 1,000 tons cast iron chairs, fit for use, at \$45 per ton (\$45,000.00), 60 tons cast iron chairs unfit for use, at \$15 per ton (\$9,000.00), 20 stationary engines, at \$2,500 each (\$50,000.00), 20 houses and lots, at the planes, at \$400 each (\$8,000.00), Depot and riggers' loft, at Summit (\$1,500.00), Miscellaneous items (\$2,000.00). Total: \$248,650.00.

The estimate of Wm. S. Campbell, Esq., Superintendent of the Portage Rail Road, for motive power, trucks, cars, &c., is for the present year, \$222,606 28, and for Repairs \$63,825, making a total of \$286,431 28. The difference in working the present road, compared with the different lines to avoid the planes, will result in an annual saving to the State as follows:

Table with 2 columns: Line No. and Estimated cost. Line No. 1, 60 feet grade, \$45,106; Line No. 2, 75 " " 54,988; Line No. 3, 85 " " 63,539; Line No. 4, 95 " " 66,135.

It is believed that the estimated cost of either of the new lines will be sufficient to do the work. Mr. F., recommends the making of a single track at the present time, and says that with the necessary sidings five times the amount of tonnage could be passed over a single track, that is now passed over the present road. Should this course be pursued, then the actual cost of the different lines, deducting the old materials, would be as follows:

In speaking of the necessity of this new road, the correspondent of the Pittsburg Post says: "The expediency of the immediate appropriation of a sufficient amount, by the present Legislature, to construct this Road, is so ably and conclusively demonstrated by the report, that I cannot but think that unwilling as the members may be to increase the State debt, they will grant the request of the Canal Commissioners, and make the appropriation." Less than 20 years the saving in expenses would be sufficient to build this road. Is it at all likely, unless this road be made, that the State can continue the business of a transporter, and compete with the Central Rail Road? But in the event of the construction of this new road, would it not follow, that property holders at the Summit, and at other points on the present road, would suffer by the change? We think they would, that their property would depreciate in value, and it would be but fair and right that the State would remunerate them for any losses incurred by such a change. To many it would be a severe loss, and as the State by constructing the present road has been the means of their settling where they are, and making these improvements, it would be its duty to recompense them all. Had the present road not been considered a permanent one, would these persons have invested their money in land and buildings that would at some day be worthless. The Legislature should view the matter in its true light, and if an appropriation is made for the building of this road, and appropriation should also be made to those persons who lose by such an undertaking. All we want is equal and exact justice to every one.

report speaks for itself, and we take from it the following extracts, and hope all persons in favor of promiscuous banking will read them. Had the individual liability clause been inserted in its charter, there would have been a better state of affairs existing, and the notes of this Bank would have been circulating at par to this time.

"The Bank of Susquehanna County was incorporated in April, 1837, the capital stock to be one hundred thousand dollars. Prior to September, 1837, a company was formed for the purpose of taking all the stock that was not wanted by resident individuals, and this company procured ten thousand dollars from the Towanda Bank to pay the 10 per cent required by the act of incorporation. This was called surplus stock. In November 1843, the directors authorized an assignment or transfer of this surplus stock, amounting to \$81,800, to the Bank, and that the stock notes therefore should be cancelled. This left \$18,200 stock held by individuals. The evidence is clear that the surplus stock never was paid in, and that no certificates were ever issued therefore. The whole transaction in relation to the surplus stock was in violation of the law, and the groundwork of the subsequent failure of the institution.

"Three loans were issued by the bank to individuals, two of these by authority of the directors, and one by the cashier, without authority. \$70,000 were loaned Seth H. Mann, cashier of the Canal Bank, Cleveland, and no security taken. This amount he still owes the bank, and is wholly irresponsible, \$20,000 were loaned Ansel and J. P. St. John, of which amount \$8,000 was redeemed, leaving \$12,000 to be adjusted. \$65,000 were loaned Egbert A. Thompson, of Cincinnati, without the consent of the President and directors. This amount remains unaccounted for, and he is believed to be insolvent. These special bonds were alone adequate cause for the failure of the bank, being to irresponsible persons (except the loan to St. John,) and without any security. The issue to Mann alone, was more than double the actual capital stock of the bank, and vastly beyond the whole assets of the bank. The assets of the bank at the time of the failure in 1849 was about as follows:

Table with 2 columns: Item and Amount. Specie, \$42,56; Bank Notes, good, 5,00; Good debts, 24,000 00; Doubtful debts, 14,000 00; Claims taken by St. John, 1,166 72; Personal Property, 100 00. Total: \$89,214 28.

The amount due depositors was three thousand five hundred and fifty-five dollars, and the whole amount of notes in circulation over two hundred thousand dollars. The greater part of the fourteen thousand dollars, marked doubtful above will never be realized."

CORRESPONDENCE OF THE "MOUNTAIN SENTINEL."

HARRISBURG, March 11, 1851.

DEAR JACK: Since my last there has not much of interest transpired here. The weather is delightful, for the boisterous month of March, and everything, both in animal and mute nature, look cheering in the extreme. The beautiful Susquehanna River is in a fine state for the purpose of affording facilities to the hardy sons of the forest to bring to market the fruit of their toil. Harrisburg has materially improved since last year, having had added in that period, no less than one large and beautiful Cotton Factory; at a cost of two hundred thousand dollars, built by a joint stock company. This mill is not yet in operation, in consequence of the high price of cotton, but it is in contemplation to put it in full operation on the first of April next.

A very extensive Foundry has also been put up by a gentleman by the name of Jones, from the East, which promises to do well. The new Gas Works are now in full operation, and at night the streets are beautifully illuminated, imparting to the town a cheerful and lively aspect. Besides these public buildings, there have been built a large number of elegant private dwellings, but I must confess that there is much room for improvement in Harrisburg, and what is strange, is the fact, that there is a large amount of idle capital in this town, which might be profitably employed.

A grand gift Concert is to come off here this week, in which persons who spend the moderate sum of one dollar, stand a chance of drawing a prize worth \$325, in the shape of a splendid Boudoir Piano Forte. There are other prizes of less value, ranging from \$40 down to fifty cents. Who the fortunate person will be who will draw the Piano Forte, remains yet to be seen. For my own part, I would have no objection to take the highest prize myself, but of course I won't as usual.

On Saturday night last, I had the pleasure of witnessing the splendid Panorama of Mexico, painted by Mr. Johnson, of Philadelphia, from notes by Capt. White, of the United States Army. I was never so much delighted in all my life. The picture is one of the finest specimens of art that has ever been submitted to the inspection of an enlightened community. It opens with a view of the encampment of Gen. Taylor's army at Corpus Christi, and then transports the beholder to Vera Cruz, by land. The representation of the Castle of San Juan De Ulloa, is a most magnificent view, giving to the beholder a perfect idea, through the organs of sense, of that wonderful structure. You

are then led step by step from Vera Cruz to the Ponte Nacional, or National Bridge, thence to Tulla Pass, next to Puebla, thence to Jalapa, thence to Perote, and finally to the city of Mexico. The perspective of these scenes, in this splendid Panorama, is the nice point in the picture, and indeed is the point in all landscape painting. The view of the City of Mexico, and the grand entrance of the victorious American Army, is one of the most delightful scenes I ever beheld. When this last scene burst upon the delighted and astonished audience, it called forth a round of applause, which lasted for several moments. I felt just at that moment, as though I could give a whole lifetime to have been in that army at the moment of its victorious entrance. We were next shown a view of the celebrated Temple of the Sun, with its numerous nameless hieroglyphical inscriptions, where many thousands of human beings have perished to the superstitions of an idolatrous people, before the introduction of Christianity. I had the satisfaction of meeting at this exhibition, your townsman, Mr. George W. Todd, and who has performed the journey from the city of Vera Cruz to the City of Mexico, who bore testimony to the fidelity to nature of the painter, and to the general accuracy of the Panorama. A sight of this great performance gives to the beholder a perfect idea of the geography of that portion of the Mexican territory traversed by our army, whilst it inspires the intelligent american, with proud satisfaction when he contemplates the almost superhuman march and triumphs of American Arms.

But to pass from an agreeable, to a disagreeable subject, I am compelled as a faithful chronicler of the events of the day, to do so. The notorious "Ned Buntlin," from the City of New York, late an inmate of the Penitentiary of that State, was here last night lecturing the people of Harrisburg on the subject of the American Indians, but in fact, to fan the smouldering embers of Nativism, in order to excite the worst passions of the human heart, and to lead to such scenes as were enacted in Philadelphia, when the streets of that city were drenched in human gore, and the beautiful edifices erected and dedicated to the worship of the living and the true God, were left a prey to the torch of the infuriated incendiary.

Such a miscreant as this "Ned Buntlin," should be scouted out of society, the truth is, that so far from giving such a fellow countenance, as "Ned Buntline," has past life, and his present purpose, are sufficient to induce any honest man in the community, to seize a whip, to lash the rascal naked through the world. I did not go to hear this Penitentiary bird lecture, because I despise all such cattle, but I understand from others, that his lecture or speech, was a most miserable affair, so much so, that even those who are the patrons of all such mountebanks as this "Ned Buntlin," (for indeed, there are even here such animals as patrons of such a fellow) were ashamed of his lecture, and hope he may never return here again.

The Free Banking Law is now up in the Senate, and will be passed by that body, whether it will pass the House of Representatives or not, I am not so certain, but I believe it will. One thing is certain, and that is, that if it does not pass this session, it must, and will, pass before long. The people seek and demand it, and their behests you know must be complied with.

Yours Truly, LOBBY.

Washington and the Welsh.

We have been favored with a copy of an address to the citizens of the United States who are natives of Wales, in relation to a block to represent the Welsh of America, in the Washington monument. A public meeting was held upon the subject a short time since at Utica, when a preamble and resolutions, eulogistic of the character of Geo. Washington, were adopted with great unanimity, and it was resolved that a sum of not less than four hundred dollars should be raised, for the purpose of obtaining the proposed block. A committee to draft an address was also appointed, and this address, which is now before us, embodies an earnest and glowing appeal. All Welshmen, residents or citizens of the United States, are called upon to contribute their mite to the patriotic undertaking. The object is every way creditable and laudable, and the required sum will no doubt be speedily raised. One of the resolutions passed at the Utica meeting is in these words:

"Resolved, That we recommend to our fellow-Welshmen in all parts of America, to unite with us to place a block of marble or other material, in the National Monument now erecting to the memory of Washington, as a tribute to his patriotism, and devotion to the principles of Government, which we regard as true and eternal."

Cleveland and Pittsburg Railroad.—The iron of the Northern Division of this Road, from this place to Cleveland, is now all laid down. On Thursday afternoon a large number of our citizens took the 'plat forms' and went up to witness the laying down of the last bar, and soon after passed over the road to a short distance beyond the village of Hudson.

The cars, we understand, are to commence their regular trips between this place and Cleveland on Tuesday, 18th inst., and will run in connection with a line of Packet Boats from here to Beaver, and thence to Pittsburg with the steamers Michigan and Beaver. Passengers can make the entire route without loss of sleep. The fare through from Cleveland to Pittsburg is \$3 50.—Ravenna (O.) Sentinel