HOUNTAIV SENTINEL.

## WILLIM BIGLER

\section*{For State Senator,

uns
L. Pershimg, of Johnstown

\section*{DEMOCRATIC TICKET.

## DEMOCRATIC TICKET. <br> For Canal Commissioner, THOMAS H. FORSYTH, <br> of Philadelphia County For Auditor General, EPHRAMM BANK <br> Ephratm of Miflin <br> For Surveyor General 3. PORTER BR A WL of Crawford County. <br> County Nominations

thomas collins, of

## For Distriet Attornes, T. L. HEYER, of Johnstown.

For Commissioner,
forn H. DOUGLASS, of Clearfield
THOMAS ITCONNELL, of

## JOSEPH HOGE, of Carroll.

|  |  |
| :---: | :---: |
| The Northwestern Railroad. |  |
| selecting a different route from the Blairsville |  |
|  |  |
| in that section. Some weeks ago, the |  |
|  |  |
| above rond, which was originally |  |
|  |  |
| by "Coal Burner." To the route, as shadowed forth in the articie alluded to, our friend of the |  |
|  |  |
| Apalaclian takes txeeption, whether with some- g |  |
| what of an envious disposition or not, we cannot in |  |
|  |  |
| ournal is disposed to treat, what it |  |
| unjustly styles, the "idyllic outpourings" of the person advocating the Summit route. Did we desire to drag into the merits or demerits of this |  |
|  |  |
|  |  |
| route any thing so foreign to the issue as insinuating quotations from Madame Pulsky's Book -"Red, White and Black," we might embellish |  |
|  |  |
|  |  |
| the subject by references to Mrs. Trolloppe's tra- <br> vels, but are content that the surveys should be made, and, if the Blairsville possesses superior |  |
|  |  |
|  |  |
| advantages over the Summit or Allegheny Tunnel route, we shall cheerfally award to it a gen erons aequiescence, and cry, hold, enough. There is truth in the saying-that Nature nev- |  |
|  |  |
|  |  |
| er lies. Nature, in this case, protests against any usurpation of her rights, and ber face, from the Allegheny Tunnel, Cambria county, to Cleve- |  |
|  |  |
|  |  |
| land, demonstrates that a Railroad to conne |  |
|  |  |
| table. Sooner or later it must and will be made, being the most direct route between the Lakes |  |
|  |  |
| being the most direct route between the Lakes and Philadelphia. Here, nature presents no serious obstructions to the enterprise; no impen- |  |
|  |  |
| ctrable mountains rear their giant heads; no deep valleys forbid the onward march of steam Elievated land, (of course, not perfectiy level |  |
|  |  |
|  |  |  |
|  |  |  |
| whieh, however, are of such stupendous maguitude as to prosent any formidable barrier to the rond's construction, is the line of the road |  |
|  |  |
|  |  |
| to the rond's construction, is the line of the road a |  |
| the streams that flow into the Conemaugh from the north; you avoid the windings that necessa- |  |
|  |  |
|  |  |
|  |  |
| tude, you lessen the distance and the gradient by pursuing this route. By the other, you plunge |  |
| down from the Summit into the low country at Blairsvilie and Freeport, and then up, up, until you resch Cleveland, chasing the Conemaugh |  |
|  |  |
|  |  |
| through all its contortions, lengthening the distance and increasing the gradient. It is shortness of distance in a railrond, not the length, |  |
|  |  |
| that in these days lends enchantment to the view. Surveys may be made, lines may be run |  |
|  |  |
| to agree in curvature and distance with the valley of the Conemaugh, so as to force the eastern terminus of the North Western road at or near |  |
|  |  |
|  |  |
| Blairssille, but Nature's great features never will submit without some recognition of their |  |
|  |  |
| claims. Give us, then, a survey from the Allegheny Tunnel to Cleveland; let the merits of the various routes be fully tested; let us have all the light we can upon the matter, and if the Summit route loses by comparison with any other, it shall not be entitled to our respectful consideration. The suwvey, and nothing else, will satisfy us. |  |
|  |  |
|  |  |
|  |  |
|  |  |
|  | , John Price Wetherill, Esq., died in new victories over time and space on these Philadelphia, on Sunday morning, aged 59 shores. |  |
|  |  |  |
| years. He was a prominent member of the |  |
| Whig party ; had filled numerous responsible stations in the city, and at the time of his death |  |
|  |  |
| was President of the Select Council. The immediate canse of his death was an illness con- |  |
|  |  |
| tracted in New York daring the visit of Presi- |  |
|  |  |
| dent Pieree, to that eity. Col. W. was the |  |
| pointed by the City Councils of Philadelphia; <br> and after he had disecharged the duties of his |  |
|  |  |
| position there, he ac New York, and there |  |
| he ceremonies. The fatigues and excitemen |  |
|  |  |
| e too much for him, and he dieci, it may be |  |
| a duty that had been contided to him by his-fel- |  |
|  |  |
|  |  |




