



Democrat and Sentinel.

H. C. DEVINE Editor and Proprietor.

EBENSBURG.

WEDNESDAY MORNING, AUGUST 19

DEMOCRATIC STATE TICKET.

FOR GOVERNOR. WILLIAM F. PACKER, LYCOMING COUNTY.

FOR JUDGES OF THE SUPREME COURT. WILLIAM STRONG, OF BERKS COUNTY.

FOR CANAL COMMISSIONER. NIMROD STRICKLAND, CHESTER COUNTY.

COUNTY TICKET.

FOR ASSEMBLY. G. N. SMITH.

FOR REGISTER & RECORDER. MICHAEL HASSON.

FOR TREASURER. GEORGE J. RODGERS.

FOR COUNTY COMMISSIONER. JOHN BEARER.

FOR POOR HOUSE DIRECTOR. DAVID O'HARRA.

FOR AUDITOR. REES J. LLOYD.

IN EARNEST.

We invite the attention of our readers to the proceedings of the Rail Road meeting, which will be found in another column of today's paper.

It will be seen that our citizens are in earnest in the matter, and fully determined that the Rail Road shall be constructed.

We especially recommend the careful perusal of the able and lucid Report of the Committee to prepare statistics, &c. Altho' it will serve to give our friends abroad some "glimpse" into the resources of this region of country, we can still truly say with the "Queen of the East," that "the half hath not yet been told."

Nothing but the whistle of the "Iron Horse" is wanting to call forth the stores of untold wealth which have slumbered since the "morning stars sang together," in the valley and hills skirting the Blacklick, a few miles west of town. It is certainly one of the richest mineral regions in the State, abounding in iron ore and bituminous coal of a superior quality.

We refer those desirous of obtaining further information with regard to its resources, to our enterprising fellow-townsmen, T. Blair Moore, Esq., who can produce facts and figures to prove that what we have stated above is correct.

It will be seen by the Report of the Committee, that Major Thompson passed over the Jefferson & Ebensburg Plank Road in his line of buxcs, ten thousand passengers in one year.

The superior facilities for traveling, which a Rail Road would furnish, would double the number in a short time. The committee appointed to visit the President of the Pennsylvania Rail Road Company is an excellent one, and we have no doubt their mission will be crowned by success. As the "Mountaineers" never do things by halves, and as we have both the money and enterprise, (we mean we the people,) we confidently prophesy that the Road will be constructed.

The Difference.

Three years ago the Know Nothings were loud in their denunciations of Governor Bigler, because, although a temperate man, he was opposed to the passage of a prohibitory liquor law, and Mr. Pollock was presented to the people as the "Temperance" candidate, and a genuine disciple of Neal Dow. But now the heat is on the other leg, and the same men are the first to hurrah for Wilmot, peradventure, because he drinks whiskey, swears and chews tobacco. Pray gentlemen, tell us why, if it was treason three years ago to drink whiskey and visit grog-shops, it is not so now? Verily, consistency, thou art a jewel. By the way, as we understand our Know Nothing and Black Republican friends intend revolutionizing Cambria county next fall, we would advise them to go to work at once. It's a very extensive undertaking, gentlemen, and with all your ability and enterprise, we have serious doubts that you will not be fairly under headway with the work before the second Tuesday of October.

We have been informed that the "Blight" has made its appearance in several Potato fields in this vicinity. We sincerely hope the report may prove to be incorrect, for potatoes are universally conceded to be "excellent food," and we have been assured by persons of undoubted veracity, that a very superior article of whiskey, can be manufactured from them—should the "Blight" again do its work, the loss to our farmers would be very great, as the "crop" in this country is unusually large, and promises at the present time a rich yield.

# RAILROAD MEETING.

In pursuance of previous notice a meeting of the citizens of Ebensburg and vicinity was held at the Court House in said borough, on Wednesday evening, August 12th, for the purpose of adopting such measures as might be deemed necessary for the construction of a rail road from Ebensburg to Cresson station, upon the Pennsylvania Rail Road. The meeting was organized by the appointment of EDWARD ROBERTS as Chairman, Dr. Wm. A. SMITH and JOHN LLOYD, Secretaries. The object of the meeting was fully stated by Robert L. Johnston, Esq., and was followed by Dr. D. W. Lewis, John Fenlon, Esq., and Dr. Wm. A. Smith, who successively also addressed the meeting.

On motion of R. L. Johnston, Esq., it was then Resolved, That a committee of three persons be appointed to collect statistics relative to the construction of the proposed rail road and report to an adjourned meeting to be held on Saturday evening next.

In pursuance of the above resolution the following gentlemen were appointed said committee, viz: Dr. D. W. Lewis, Edward Roberts and J. C. Noon, Esq.

On motion the meeting then adjourned, Saturday, August 15th.—In pursuance of resolution, the meeting re-assembled, and was very large and enthusiastic.

The committee appointed at the former meeting made the following report, which having been read, was unanimously adopted, and the committee discharged:

**REPORT.**

Your Committee, appointed on last Wednesday evening, to collect statistics bearing upon the contemplated project of establishing a branch Rail Road from Ebensburg to Cresson, would respectfully present the following report:

**PRESENT FREIGHT AND TRAVEL.**

1st Freight received at Wilmore for Ebensburg and North 568

2nd Lumber, &c., shipped from Wilmore from Ebensburg and North, 3000

3d Increase of oak business this year, 1000

4th Lumber sent by Allegheny Portage Rail Road, 1000

Whole amount, 5568

Freight at 60 cts. per ton, \$3,340 80

**ESTIMATED INCREASE.**

1st 3,000,000 ft Pine 4000

2nd 150,000 bus Coal, 6000

3rd 100,000 bus Lime, 4000

4th Hemlock, &c., 2000

Whole amount, 16,000

Freight at 60 cts. per ton, \$9,600 00

Present travel, 14,000, at 40 cts. 5600 00

Estimated increase, 8,000 3200 00

\$21,740 80

The route for the proposed Branch is peculiarly favorable. There are no streams of any importance to cross, consequently there would be no bridging required. The grades, according to Schlatter's report, need not exceed 45 feet per mile, and this for only two miles of the route, the balance varying from a level to 25 feet per mile, and on no portion of the road would deep excavation or heavy filling be required. We are satisfied, from an estimate made by a person thoroughly conversant with Rail Road matters, that the following would be the outside figures:

9 miles of grading, at an average of \$6000 per mile, \$54,000

9 miles of Ballast, at \$800 per mile 7,200

9 miles of Cross-Ties, at 2200 per mile, 6,000

Iron for 9 miles of track, 57,520

Track laying and back ballasting 4,500

Engineering, &c., 2,000

Making a total of \$131,220

At 8 per cent, \$10,497 60

which, deducted from \$21,740 80

leaves a balance of \$11,243 20, to be applied to the running expenses and repairs of the Road.

In the estimate of the present freight, your Committee would state that the first and second items are the actual figures of the books of the Penn'a. Rail Road Company, at Wilmore Station. The third item is based upon the statements of those engaged in the oak business and the fourth is the estimate of one well acquainted with the business of the Allegheny Portage Rail Road, and who has, for many years, been engaged in the lumber business, shipping his lumber almost entirely over that Road.

In making our report of the estimated increase, your Committee have taken into consideration the fact, that were a Rail Road made from this point to Cresson, an outlet would be given to an immense quantity of lumber from the Cherry Tree region, which is now dependent for a market entirely on the uncertain floods of the Susquehanna.—That lumber is now forced into market in large quantities, and the sale of it is effected at ruinous prices. Indeed, so uncertain is everything connected with the sale of sawed lumber in that region, that there is not the one fourth the amount manufactured that would be, under the certain facilities a Rail-Road would afford. We have now a Plank road completed to that point, (with the exception of only six miles) and an extensive lumberman from that portion of the country informed one of your Committee that he, himself, would transport one million of feet by this route were the Rail Road completed. Moreover, your Committee have now the names of over 50 persons owning sawmills, who could ship their lumber advantageously from this point. Were they to manufacture but 100,000 feet each in a season, it would reach the large aggregate of 5,000,000 feet to be transported over the Penn'a. Rail Road, which now finds another route, or it is not brought into market at all. This increase, it will be observed, would not benefit the branch

alone, but the whole of it would be a clear increase of the business of the Penn'a. Rail Road, for not one foot of it now passes over that road.

In ascertaining the facts which your Committee set forth, we will state that we have been extremely careful in getting the proper data, and that we set nothing down which the figures did not more than warrant us to do. Our estimate of coal is made on the basis, that there is now consumed in Ebensburg 80,000 bushels of coal, at a cost of from 8 to 10 cents per bushel. Were the branch made, it could be delivered at 5 cents. Our facilities for establishing planing mills, saw, doer and blind factories, are fully equal to any in the State, and that capital would be invested in them, is undoubted. These manufacturing would consume a large quantity of fuel, and, therefore, we think our coal estimate is much below the mark.

Our lime estimate, we think also low.—Our land here is of that character, which is greatly improved by liming, and needs it badly, and the only reason which has prevented our farmers from using it to any extent, is its extremely high price. Lime cannot be delivered here for less than thirty cents per bushel now; but, were the Road constructed, it would be sold at least for half that sum.

The increase in Hemlock is estimated from the fact, that by the present facilities for shipping, it does not pay, when, we have an average, it always does. That the estimate is low can be judged by the instance, that a single firm, (that of the Messrs. Whites,) manufactured over a million feet, during the last year. From the foregoing it will be perceived, that your Committee have been careful not to overestimate. We preferred keeping much below the mark, and we feel satisfied, from the experience of other Roads, that should the one contemplated be built, our estimate of increase will be found to be extremely low.

In our passenger estimate, we take the actual figures of the hackmen. The number of passengers who have travelled in the backs alone, within the last three months, is 3,269. Add one-tenth that number for persons, who have travelled by other conveyance, and we have a total of 3,589; which makes the total travel, in that mode, during the last three months an average, 14,344. We have put it at 14,000 even. We have only estimated the increase of passenger travel at one-half the present number. Few that we have conversed with are willing to put it so low, and when we take into consideration, the fact that travel always increases in proportion to its facilities, we feel certain that we could safely double the number.

Thus far we have endeavored to show that, from the amount of freight and travel which would naturally pass over the road, it must prove a paying investment to the stockholders. It remains to prove that it would be an advantage to the Pennsylvania Rail Road Company to aid in the construction of this branch. We would urge the following as reasons.

It would largely increase the amount of freight and fare received now by the road; for the increase of freight above noted, would be a clear gain to the road, as now none of this can be shipped at a profit, nor can it likely for years to come, without an increase of railroad facilities, such as we here seek. And, recollect the figures above do not express the gains to the Pennsylvania Rail Road Company; for the greater portion of the freight would be shipped many miles over their road, giving them this additional profit.

In relation to passengers, it must not be overlooked, that the greater portion of the travel, at least two thirds, would be from the West, giving to the Pennsylvania Rail Road the additional profit of this number, passing over the ten miles of their road, between Wilmore and Cresson.

It is admitted by all conversant with the facts, that American energy and capital cannot overlook the immense mineral resources of the Blacklick region, greater perhaps than any portion of our State, if not our Union; and when that day arrives, which cannot be distant, we shall then be nine miles on our way to the development of this source of wealth. Nor must we forget, that the completion of this portion of the road will rapidly hasten this anticipated event.

In conclusion, your Committee would return their thanks to Mr. Kerby, the gentlemanly agent of the Pennsylvania Rail Road, for his kindness in permitting them to examine his books, and thus enabling them to obtain reliable data.

All of which is respectfully submitted, and your Committee ask to be discharged.

D. W. LEWIS,  
E. ROBERTS, } Committee.  
J. C. NOON,

On motion of T. B. Moore, a portion of the report of C. L. Schlatter, Esq., made to the Legislature in 1841, relative to the route of the proposed road, was then read by Dr. Smith, who also briefly addressed the meeting, and was followed by M. D. Magellan, Esq. and others.

On motion of Col. Wm. K. Piper, the following gentlemen were appointed a committee to visit Philadelphia and confer with the Directors of the Pennsylvania Rail Road relative to the construction of the proposed road viz: Johnston Moore, Edward Sloemaker, Edward Roberts, R. L. Johnston, and Dr. Wm. A. Smith.

On motion the following gentlemen were appointed a committee to take releases from owners of land along the route of the road viz: John Williams, Augustin Durbin, Ezekiel Hughes, John Evans, (Smith) Daniel Farran, Peter Kaylor, and Enos M'Mullen.

A committee on Finance consisting of M. C. M' Cague, David J. Jones, Reese J. Lloyd, and John A. Blair was also appointed.

On motion 300 copies of the report of the Committee on statistics were ordered to be printed for distribution.

The meeting then adjourned to meet at the call of the chairman.

E. ROBERTS CHAIRMAN.

WM. A. SMITH, } Secy  
JOHN LLOYD, }

A Very Pleasant Excursion.

During the continuance of the Fair at Jefferson, Cambria county, Penn'a., on the 25th, 26th and 27th days of August, the Pennsylvania Rail Road Company will issue excursion tickets from Altoona, Galatia, Cresson and Johnstown.

## Mr Buchanan's Administration.

The administration of Mr Buchanan is winning golden opinion from the whole country.

The remarkable quiet and firmness which has been evinced in every department, says the Baltimore Republican, shows the intelligence and discriminating judgement of the President, who has from the thousands of able men in the country called to his side those whose principles and efficiency he had witnessed, and upon whom he felt he could confide.

Everything is going on harmoniously—every interest of the country is protected and carefully guarded—and the nation feels that its honor is safe in the keeping of those to whom it has been confided. The excitement of the canvass has subsided. The storm which lowered over the political horizon has been swept aside, and the halcyon breeze of peace plays smilingly over all the land.

As Democrats who labored earnestly in the great fight which brought about these happy results, we can but rejoice. As lovers of our country, we look with a glow of satisfaction at the prospect before us, and feel that the great heart of the nation throbs peacefully and securely under the constitutional and conservative rule of the national Democracy. Long may it be before such another storm of fanatical excitement shall convulse the nation! Long may it be before the nation lashed into fury by the artful declamation of ambitious demagogues, shall seem again, even for a moment, to contemplate the destruction of the Constitution under which it has grown and prospered so wonderfully.

Long may our rulers be like the present, men of wisdom men of peace, under whose wholesome counsels the ship of State shall ride safely over the rocks and whirlpools which have wrecked nations and empires of old.—So long as our people cling to the great principles of Democracy—so long as they cherish feelings of brotherly love for every citizen—so long as they respect and guarantee an equality of rights and privileges—so long we may well hope to see our starry flag undimmed, and the glory and power of our country still increasing.

Mr. Buchanan.—The Bedford Gazette in describing the visit of Mr. Buchanan to the Bedford Springs, says:—"The President looks remarkably well, and walks as firm and erect as he did twenty years ago. He was cordially and enthusiastically welcomed to the Springs by the immense audience, in a beautiful little incident which occurred at the dinner table an hour or two after his arrival. When seated, his honor, Judge Burnside, in the name of the ladies and gentlemen present extended to him a cordial welcome; and when the President rose to reply, (which he did in that courteous, easy and dignified style so peculiar to himself,) the entire company rose to their feet as a testimonial of their high respect for the greatest statesman now living. The effect of his speech was such as to make all feel entirely at home in his company; and without any reserve, all soon made his personal acquaintance."

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