

Democrat and Sentinel.

THE BLESSINGS OF GOVERNMENT, LIKE THE DEWS OF HEAVEN, SHOULD BE DISTRIBUTED ALIKE, UPON THE HIGH AND THE LOW, THE RICH AND THE POOR.

NEW SERIES.

EBENSBURG, PA. WEDNESDAY, SEPT. 10, 1862.

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Government and the Railroads.

IMPORTANT LETTER FROM COL. THOMAS A. SCOTT, EX-ASSISTANT SECRETARY OF WAR.
 To the Editor of the New York Times:

Your paper of August 9, contains extracts from the report of the Contract Commission, with comments reflecting upon my character as an officer, and upon the War Department generally. Believing that no injustice was intended—at least to you—I take the liberty of submitting a few facts, some of which were in possession of that committee.

On the 18th of April, I was called into the office of Gov. Curtin, at Harrisburg, to assist the movement of troops from all parts of the State to the camps at the capital of Pennsylvania, which troops were there to be organized and equipped, and forwarded thence to the national capital, then supposed to be in imminent danger. I devoted my whole time and energies to effect the result desired, without regard to the price to be paid to the company, of which I happened to be an officer.

All the facilities of the Pennsylvania Railroad Company were tendered, and made use of, by the State and General Governments, and to this day I have never been a party to any contract for transportation over the works of the company to which I was attached as its Vice President.—All arrangements for transportation were made by the regular officers of the Quartermaster's Department.

Gen. Cameron, then Secretary of War, sent three messengers to Harrisburg, urging me to proceed immediately to Washington, without stating the object. After some delay, consequent upon the fact that I was then performing for Gov. Curtin, I left for Washington City, in company with Gen. Fitz John Porter and General Andrew Porter, by way of Chambersburg and Hagerstown, and thence by private conveyance. On arrival at Washington, I reported to the Secretary of War, who assigned to me the duty of organizing some means of transportation, via Annapolis, by which troops could be carried from the North to Washington City. A few days, with the aid of Mr. Felton, President of the Philadelphia, Wilmington and Baltimore Railroad Company, along with such men, material and rolling stock as we were able to bring from the road, the Philadelphia and Reading Railroad, and the Pennsylvania Railroad, we were able to form a daily line between the North and the National Capital, by which troops and supplies—then much needed—could be promptly transported.

After this was accomplished, I telegraphed Mr. Smith, Superintendent Baltimore and Ohio Railroad company, urging him to furnish the Government a supply of rolling stock for all its wants from their depots at Baltimore—which were then crowded with cars and engines—the Government meanwhile being obliged to bring its own cars and engines from Pennsylvania Annapolis by way of Chesapeake Bay. Mr. Smith replied that he could not act in the matter without referring it to his Board of Directors, which he did that evening, and the day following I was notified that Government could have all the rolling stock needed from time to time. Under this arrangement, I telegraphed Mr. Felton to stop the shipment of Government engines and cars, and to return those on board vessels already in the harbor at Annapolis, which was done. I make the foregoing statements for the purpose of letting you understand that my official position at Washington was not of my own seeking, nor was it for the purpose of being a party, directly or indirectly, to benefit the road I was connected with, or any other road or roads in the country. I was not appointed Superintendent of Railroad Transportation, but simply as manager of Government Rail-

roads or such lines as the Government found it necessary to take direct charge of and upon which no rates of transportation were ever fixed or charged to the Government, as the latter simply paid the employees for their services and for the supplies necessary to operate the roads. All the transportation of the Government troops and supplies, was, and is now, in charge of the Quartermaster's Department and I have never contracted for the shipment of a regiment or of a car load of Government property over the Pennsylvania railroad, or over any other line of railway in the United States.

While I was acting as manager of roads operated by the Government, bills for transporting troops and equipments of three months' volunteers were being sent in by the various railroad companies of the country to the Quartermaster's Department for adjustment, embracing all kinds of rates, from two cents up to four cents per mile for soldiers and freight; in many cases double first class rates for munitions of war and supplies forwarded with troops by passenger trains. One of the officers of the Quartermaster's Department applied to me for some schedule of rates that would serve as a guide to prevent overcharges in the adjustment of the numerous accounts being presented. I, therefore, prepared a schedule for that purpose, which was intended only as a maximum rate that might be allowed for the collection of volunteers and their supplies in the several States, and for the transportation to the city of Washington when lower rates could not be or were not obtained by officers of the Quartermaster's Department; and by that schedule no company was permitted to charge more than two cents per mile for passengers, nor beyond first class rates for property moved in passenger trains, though individuals did pay three cents a mile for travel, and double first class rates for freights moved on passenger trains. It was not intended to interfere in any manner with the joint rates of transportation over the several lines of the country, and I was much surprised in the month of October to find that the schedule prepared by me as a guide had been made into the form of a general order by the Quartermaster's Department, and was still more surprised to learn that any Quartermaster in the service should feel himself bound to pay those rates, or any others, when better terms could be secured by him for transportation of Government property under his charge.

I may here state that the Governor of Pennsylvania, and I believe the Governor of Ohio also, called a Convention of the railway officers of their respective States, and, after a full discussion of the subject, two cents per mile was fixed upon as a fair and reasonable price for the transportation of troops, which was an abatement of 33 1/3 per cent. from the usual rates paid then and now by the business public on nearly all the railway lines in America. The broad statement made in the *Sunday Herald*, a few weeks since, that I ordered rates by which the Government paid 33 per cent more than individuals paid, and that the receipts of the roads of which I am an officer, through those rates from Government, had been increased 40 per cent. is a gross error on the part of the writer. By a careful examination of the books of this company from the commencement of the rebellion to the present date, I find that our total receipts from the Government of the United States do not reach 4 1/2 per cent. of our gross receipts, or about one-tenth of the amount alleged. Our receipts have been greatly increased by the closing of the Mississippi river, and by the demand upon the sea board for products of the West for consumption and for export, all of which has resulted in giving to all the transportation lines of the country a largely increased trade and advanced rates, in which the Pennsylvania railroad company has shared in common with other routes, and I am sure that railway managers and practical business men of the country will do me the justice to say that the rates fixed from time to time for the general business of the country have not been in any manner affected or influenced by the maximum schedule, furnished by me as a guide to the Quartermaster's Department for adjustment of accounts. I was not Assistant Secretary of War at the date of that schedule, and had no right to issue an order, even if so disposed, and which I certainly never thought of doing.

The insinuations of the committee, in regard to the intentions of the late Secretary of War, as connected with the railway transportation, are, as I believe, without the slightest foundation in fact. He never did, directly or indirectly, authorize or direct me to adopt any measure or give any order to promote the interest of the road

between Harrisburg and Baltimore, nor do I believe that he knew anything of the detail arrangements of the Quartermaster's Department. His whole time and attention were given to the performance of his more important duties as a Cabinet Minister, with a devotion and integrity which in due time, will be accorded him. The committee state that

"There seems to have been a studied effort to destroy certain railroad competition, and advance the interests of peculiar roads. Although the bridges of the Philadelphia, Wilmington and Baltimore railroad, in common with those on the Northern Central, were destroyed by the insurgents, those of the latter were temporarily rebuilt by the War Department at an expense of \$14,000; and although the other road was certainly the first reopened to Baltimore, as appears from the testimony of Mr. Felton, yet troops were actually shipped from Philadelphia to Harrisburg by the Pennsylvania Central, and from thence by the Northern Central to Baltimore, nearly doubling the distance."

In reply to the above, I will state that seventeen temporary bridges on the Northern Central Railway were constructed by the Government, at an expense of \$14,000; but the Secretary of War refused to allow the Northern Central Railway Company local rates on Government business, and which, if allowed to a certain date, (as in the case of Mr. Felton's road,) the Northern Central Railway Company would have gladly paid to the Government the amount expended for the speedy opening of that route, by which supplies from the West could reach the national capital. Mr. Felton repaired the damage to the tressed bridges on his road between Baltimore and Havre-de-Grace, but the Government allowed and paid him local rates on their traffic to a certain date as a consideration; and the difference so allowed, I believe, were satisfactory to Mr. Felton, whose loyal and patriotic efforts to sustain the Government justly entitled him to any concessions that could be reasonably extended by the Department.

In regard to the shipment of troops from Philadelphia to Baltimore via Harrisburg, the facts are as follows:—Lieutenant-General Scott, Commander-in-Chief ordered the regiments of Col. Einstein and Col. Small to be forwarded from Philadelphia to Hagerstown, by railroad, to reinforce the army on the Upper Potomac. Col. Thomas, then Quartermaster at Philadelphia, in accordance with his instructions, engaged transportation over the Pennsylvania and other roads leading thereto, which was all provided at West Philadelphia, for their prompt movement. Colonel Einstein's regiment was loaded and started by Colonel Thomas. In the meantime, Gen. Scott, for reasons satisfactory to him, desired that these two regiments be sent to Washington. Colonel Small's regiment was under marching orders, but still at Washington Square, in Philadelphia, and his route was changed to Mr. Felton's road. Col. Einstein's regiment was stopped at Harrisburg and sent thence to Baltimore, as desired by the Commander-in-Chief. The facts, as thus stated, will satisfy all unprejudiced minds that neither the Secretary of War nor myself made, as stated by the committee, "a special effort to advance the interests of peculiar roads."

Before closing this article, I must revert to a singular fact in connection with the report of the committee, upon which they appear to have formed their conclusions. It is that their evidence on transportation subjects is for the most part derived from officers of the Baltimore and Ohio Railroad company, the leading members of which, in the darkest hour of peril to our national capital, refused, as I understand, the use of their own line to Governor Dennison, of Ohio, to transport United States troops and munitions of war from the West to protect the capital, and subsequently failed to transport Government forces from Baltimore to Washington; and again, that while complaint is made that I fixed a schedule of rates much below those usually charged to the public, this same Baltimore and Ohio railroad company has demanded from the Government rates much in excess of those fixed as maximum charges, and has been allowed rates greater than those granted to other companies of the North, whose loyalty has never been doubted, and whose line and facilities have not only not been withheld from the Government for a single hour, from the breaking out of this rebellion to the present moment, but have been freely tendered at all times to meet its wants.

The committee indirectly endorses the loyalty of the Baltimore and Ohio railroad company, of which I have nothing whatever to say; but the loyal people of Baltimore, assembled in mass meeting a few

weeks since, give, by their resolutions, a rather singular contradiction to the conclusions of the committee. The resolution I refer to was adopted at a mass meeting in Monument Square, of the city of Baltimore, July 28, 1862, and is as follows:

"That the controlling authorities of the Baltimore and Ohio railroad company, and a large majority of their employees, now in the employment of the Government, are, and have been, notoriously, and some of them avowedly, disloyal."

During my official connection with the Government roads, and while I had charge of the running of trains over the Washington branch of the Baltimore and Ohio railroad, I endeavored to manage their property as careful as it was possible to do, and the results should not be unsatisfactory to that company, as not a single accident of any kind occurred by which their property was destroyed or damaged. When they undertake to reflect upon officers striving to do their duty, it is time for the public to understand a few facts, and from time to time, Mr. Editor, I will furnish them.

In conclusion, permit me to say, that I never sought position or place from the Government, and several times declined the position of Assistant Secretary of War but was prevailed upon to accept it until some other person could be selected. While an officer of the General Government, I endeavored to perform the duties assigned me from time to time faithfully and well, with the expectation that my efforts might at least be fairly represented.

Very respectfully,
 THOMAS A. SCOTT.

"Happiness for the Black."

Under this title a writer who chronicles the movements of the "Mackerel Brigade" in one of our Sunday journals, the *New York Mercury*, gives the following:

"The other day I went down to Accoemee again, to see the general of the Mackerel Brigade, who had invited me to be present while he made an offer of bills to a delegation from that oppressed race which has been the sole cause of this unnatural war, and is, therefore, exempt from all concerning in it.

"The general, my boy, was seated in his temporary room of audience when I arrived, examining a map of the border states through a powerful magnifying glass, and occasionally looking into a tumbler as though he expected to find something there."

"Well, old Honesty," says I, affably, "what is our next scheme for the benefit of the human race?"

"He smiled paternally upon me, and says he: "It is my purpose to settle the negro question in accordance with the principles laid down in the Book of Exodus. Thunder!" says the general, with magisterial emphasis, "if we do not secure the pursuit of happiness to the slave even, we violate the constitution, and become obnoxious to the border communities."

"I was reflecting upon this remark, my boy, and wondering what the constitution had to do with the Book of Exodus, when the delegation made its appearance and darkened the room perceptibly. Not to lose time the general waved his hand for the visitors to be seated, and says he: "You and we are different races, and for this reason it must be evident to you, as well as to myself, that it is better you should be voluntarily compelled to colonize some distant but salubrious shore. There is a wide difference between our races; much wider, perhaps, than that which exists between any other two races. Your race suffers very greatly, and our race suffers in suffering your race to suffer. In a word we both suffer; which establishes a reason why our race should not suffer your race to remain here any longer. You who are here are all present, I suppose?"

"A voice.—Yes, sah."

"Perhaps you have not been here all your lives. Your race is suffering the greatest wrong that ever was; but when you cease to suffer, your sufferings are still far from an equality with our sufferings. Our white men are now changing their base of operations daily, and often taking Malvern Hills. This is on your account. You are the cause of it. How you have caused it I will not attempt to explain, for I do not know; but it is better for us both to be separated, and it is vilely selfish to remain here in preference to going to Nova Zembla. The fact that we have always oppressed you renders you still more blamable, especially when we reflect upon the fact that you have never shown resistance. A trip, on your part to Nova Zembla, will benefit both races. I can-

not promise you much bliss right away. You may starve at first, or die on the passage; but in the Revolutionary War General Washington lived exclusively on the future. He was benefiting his race; and though I do not see much similarity between his case and yours, you had better go to Nova Zembla. You may think that you could live in Washington, perhaps more so than on a foreign shore. This is a mistake. None but white army contractors and brigadiers on furloughs can live here.

"The festive isle of Nova Zembla has been in existence for some time, and is larger than any smaller place I know of. Many of the original settlers have died, and their offspring would still be living had they lived long enough to become accustomed to the climate. You may object to go, on account of your affection for our race, but it does not strike me that there is any cogent reason for such affection. So you had better go to Nova Zembla. The particular place I have in view for your colonization in the great highway between the North Pole and Sir John Franklin's supposed grave. It is a popular route, being much frequented by the facetious penguin and the flowing seal. It has great resources for ice-water, and you will be able to have ice-cream every day, provided you supply yourself with the essence of lemon and patent freezers. As to other food, I can promise you nothing. There are fine harbors on all sides of this place, and though you may see no ships there it will be still some satisfaction to know that you have such admirable harbors. Again, there is evidence of very rich bear hunting. When you take your wives and families to a place where there is no food, nor any ground to be cultivated, nor any place to live in, the human mind would as naturally turn to bear hunting as to anything else. But if you should die of starvation at the outset even bear hunting may dwindle into insignificance. Why I attach such importance to bear hunting is, it will afford you an opportunity to die more easily than by famine and exposure. Bear hunting is the best thing I know of under such circumstances.

"You are intelligent, and know that human life depends as much upon those who possess it as upon anybody else. And much will depend upon yourselves if you go to Nova Zembla. As to the bear hunting, I think I see the means available for engaging you in that very soon without injury to ourselves. I wish to spend a little money to get you there, and may possibly lose it all; but we cannot expect to succeed in anything if we are not successful in it.

"The political affairs of Nova Zembla are not in quite such a condition as I could wish, the bears having occasional fights there over the body of the last Esquimaux governor; but these bears are more generous than we are. They have no objection to dining upon the colored race. Besides I would endeavor to have you made equals, and have the best assurance that you should be equals of the best. The practical thing I want to ascertain is, whether I can get a certain number of able-bodied men, to send to a place offering such encouragement and attractions. Could I get a hundred tolerably intelligent men, with their wives and children, to partake of all this bliss? Can I have fifty? If I had twenty-five able-bodied men, properly seasoned with women and children, I could make a commencement. These are subjects of very great importance, and worthy a month's study of the paternal offer I have made you. If you have no consideration for yourselves, at least consider the bears, and endeavor to reconcile yourselves to the beautiful and pleasing little lessons of childhood, commencing.

"I would like to live always, I ask not to stay!"

"At the termination of this flattering, and paternal address, my boy, the delegation took their hats and commenced to leave in very deep silence; thereby proving that persons of African descent are utterly insensible of kindness, and much inferior to the race at present practising strategy on this continent.

"Colonization, my boy, involves a scheme of human happiness so entirely beyond the human power of conception of it will almost pass for something inhuman."

"Yours obediently,
 "OETHIEL'S C. KEER."

"I feel quite unwell, and will take a little brandy and water," said a member of a temperance society who had promised to use no ardent spirits unless he was sick. "I am very unwell, my dear, hand me a little more brandy," "Here is the brandy," says the wife, "but I wish the society father for you have not had a well day since you joined it."

CAPT. GARDNER'S COMPANY.—Below we give the muster roll of Capt. Gardner's company of Altoona:

- COMMISSIONED OFFICERS.**
 Captain—J. M. Gardner,*
 1st Lieut.—E. R. Duntagan,*
 2nd Lieut.—D. H. Traves,*
- NON-COMMISSIONED OFFICERS.**
 1st Sergeant—H. B. Huff,
 2nd " —T. H. Bryan,
 3rd " —William Graub,
 4th " —H. G. Kriese,
 5th " —John Cobo,*
 1st Corporal—Wm. J. Bradley,
 2nd " —Frank Beatty,
 3rd " —George Russel,
 4th " —John Cummerford,*
 5th " —Britton Cluck,
 6th " —Harry Shotts,
 7th " —John A. McIntire,
 8th " —B. J. McPeety.

- PRIVATE.**
- | | |
|----------------------|---------------------|
| Akers, W. L. | Kearney, F. F. |
| Arbel, J. H. | London, George |
| Arbel, Thos. G. | Lee, Martin |
| Beales, Wm. | Mathews, John |
| Beates, John S. | Maurie, Joseph |
| Beatty, Jacob | Mayer, Leonard |
| Bell, Jos. M. | Myers, William |
| Burkhammer, Mart. | McLane, George |
| Bender, Simon,* | McGough, Charles* |
| Bender, James | McGough, S. A. |
| Brant, W. | McDermitt, M. A. |
| Bierman, Frel. | McDermitt, J. C. |
| Bortman, A. H. | McMullin, L. E. |
| Cluck, Jacob | McGuire, Hiram |
| Cadler, Elias B. | McClary, Samuel |
| Cook, H. H. | Noel, M. J., |
| Crooke, Peter | Orr, A. F. |
| Callahan, Andrew* | Rodamer, John |
| Cretin, Jos. J.* | Robertson, J. H.* |
| Conway, J. A. | Rhodes, Jacob |
| Dillon, Charles,* | Rhodes, Abraham |
| Dunlue, Patrick | Rhodes, Isaac |
| Ehrenfeldt, J. M. | Ramarley, W. R. |
| Ehmannsen, S. B.* | Reinhard, Joseph |
| Finney, Francis | Richard, George |
| Farrill, James | Spelman, M. P. |
| Grey, George W.* | Strong, Wm. |
| Gates, Henry A.* | Swagler, Hugh |
| Hoeffler, Frel. | Smith, Robert |
| Hicks, Josiah D. | Shaffer, Jacob* |
| Hall, Edmund. | Tipton, Caleb |
| Robert, B. R. H. new | Trout, Fred. |
| Ingles, Robert | Tierney, F. B. |
| Inlor, Francis | Wakefield, Thos. H. |
| Jones George W. | Ward, Fred. C. |
| King, James | Yerger, Henry |

Those marked with a star () are married men.

Martial Law Declared in Cincinnati.

CINCINNATI, Sept. 2.—The undersigned, by order of Major General Wright, assumes command of Cincinnati, Covington and Newport. It is but fair to inform our citizens that an active, daring and powerful enemy threatens them with every consequence of war; yet the cities must be defended and the inhabitants assist in the preparations.

1st. All business must be suspended at 9 o'clock to-day. Every business house must be closed.

2d. Under the direction of the Mayor, the citizens must, within an hour after the suspension of business, assemble in convenient public places and be ready for orders, and as soon as possible they will then be assigned to their work. This labor ought to be of love, and the undersigned trusts and believes it will be so; anyhow it must be done. The willing shall be properly credited, and the unwilling promptly visited. The principle adopted is, citizens for the labor and soldiers for the battle. Martial law is hereby proclaimed in the three cities, but until they can be relieved by the military, the enforcement of this proclamation will be executed by the police.

3d. Ferryboats will cease plying the river after 4 o'clock, P. M., until further orders. [Signed] LEWIS WALLACE, Major General Commanding.

In accordance with the proclamation of Major General Wallace, I give this public notice that the police force of this city will, until further orders, act as provost guard, and I order and enjoin upon all good citizens to obey them as such. Any disregard of orders from the General commanding through the police will be enforced strictly. GEO. HATCH, Mayor.

HEADQUARTERS UNITED STATES FORCES. CINCINNATI, Sept. 2d, 1862.

General Order No. 1.—All places in the cities of Cincinnati, Covington and Newport where liquors of any kind are sold, must be closed at 4 o'clock this morning, and sales are prohibited. Upon failure or refusal the stock on hand will be confiscated for sanitary purposes. By order of

Major General LEWIS WALLACE.

PHILADELPHIA, September 2.—Charles Ingersoll, recently arrested for alleged disloyal sentiments in speech in Independence Square, was discharged from custody this morning by order of the Secretary of War.