



TERMS:

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No change in the Markets since our last.

Our thanks are due Hon. T. STEVENS for several copies of his eloquent and scathing speech, on the subject of Slavery.

Also, to Hon. V. BEST, KING and CORNELL, of the Pa. Legislature for favors from Harrisburg.

Mr. Stevens' Speech.

A correct and full report of the recent speech of Hon. T. STEVENS, will be found on our first page. No comment from us is needed to insure for it a general perusal.

Spring Election.

The election for borough and township officers, and officers of the general election, takes place throughout this county, on Friday next (10th inst.) We hope our Whig friends will not neglect their duty on the occasion. The Locofocos never fail to attend to these small elections. Let the friends of TAYLOR and JOHNSON see that the proper kind of Judges, Inspectors and Assessors are elected.

The British Tariff.

Sir HENRY BULWER, British Minister at Washington, sent a letter the other day to Mr. Clayton, protesting against any change of the Tariff of 1816, as any additional duties would weigh heavily upon BRITISH productions. Yet this is the Tariff that is so highly applauded by American Locofocos! Which is the British party in this country? Doubtless Sir Henry Bulwer would decide in favor of the Locofocos, as they go for British interests while the Whigs want American interests protected.

The President caused the letter to be sent into the Senate, and Mr. Cooper, Whig Senator from this State, promptly and properly denounced the British Minister for his attempt at interfering in the domestic policy of this country.

CONGRESS.

The Slavery discussion still continues in both Houses without abatement. Mr. Calhoun has spoken, and as usual goes for nothing but Slavery and the South. From reading his speech we would infer that he considers nothing will save the country but dissolution. Poote, of Miss., took exception to Mr. Calhoun's speech, and declared that he would not acknowledge him as his leader. This looks encouraging.

In the House, on the 6th inst., STANLEY, of North Carolina, the gallant Whig whose vote saved the Tariff bill of 1812, made a speech for the Union, and denounced the Southern members who have been threatening dissolution. Among other patriotic expressions in reply to an interrogatory, Mr. Stanley said: "Wilmot Proviso or no Wilmot Proviso, the people of North Carolina will stand by the Union."

On the 7th, DANIEL WEBSTER addressed the Senate. His speech is considered the most powerful of the Session. We have only room to briefly allude to it. After going into an historical consideration of the institution of Slavery, Mr. Webster alluded to its introduction into this country, and of the opposition to it by the Colonists. In the early days of the Republic it was regarded as a serious political evil by both the North and South; and the ordinance of 1787, prohibiting Slavery in the Northwest Territory (a southern measure), showed that this Anti-Slavery feeling was not confined to any particular section of the country. Since that time, slavery was regarded with more favor by the South; and this change of sentiment Mr. Webster attributed to the vast increase in cotton raising in that section of the Union. In regard to the Wilmot Proviso, he viewed it as a senseless abstraction when applied to Territories where the law of nature had erected impassable barriers to the introduction of Slavery, and should vote against it regardless of legislative instructions. He believed it to be the duty of the North to give proper aid in the capture and delivery of fugitive slaves, and would support Mr. Mason's bill, which had that object in view. He closed his speech by dwelling on the value and blessings of the Union.

A favorable adjustment of the whole Slavery question, is now confidently anticipated.

Justice of the Peace.

It is a common opinion that the office of a "Justice of the Peace" is unimportant, because its administration is attended with no pomp and display, and it must be admitted, too frequently without regard to the dignity of the office or officer. It is true there is no lower judicial office within the gift of the people, and none which affects smaller legal rights, but for this very reason it is one in which all are most deeply interested. Nine-tenths of the disputes which the courts are called upon to decide are about trifling matters, and nine-tenths of the disputants are poor. They seek redress from the Magistrate, who is invested with all the power of both Judge and Jury so far as his jurisdiction extends. He is judge of both law and fact, and it is therefore necessary that he should be not only well acquainted with the letter and spirit of the Law, but that he should possess the integrity to administer it honestly.

Letter from Harrisburg.

Correspondence of the Huntingdon Journal.

HARRISBURG, March 4, 1850.

DEAR COL.—You have I doubt not, frequently heard it asserted with great confidence, that "this is a great country." It is a fact, and of course we grow great men—some great Democrats, and a large number who are really great Locofocos—men who are always talking about the rights of the poor people—the rich oppressing poor, &c., &c. But your experience has doubtless long since taught you that these professions are only intended for election times, and are always falsified by the official conduct of these demagogues.

We have had a recent and novel exhibition of this in the Lower House. Mr. Laird, an essential Locofoco, reported a general banking law, and last Friday it was called up. The record provides that "no person who has ever taken the benefit of any bankrupt law or who has ever failed in business, shall be eligible to the office of President, Cashier, Director, teller or Clerk until his debts are paid." And when under discussion every full blown Locofoco boldly urged upon the House the adoption of this infamous provision!—a provision which really is a partial at-tainment of thousands of poor, honest, intelligent and reputable citizens. The man whose kindness of heart, or whose losses by fire or flood has buried him under a hopeless burden of debts, who has no toil, no privation; no life of labor and economy can ever remove, no matter how honest, or how capable, he is forever precluded from being employed under this bill!

Here you have an exhibition of locofoco love for the poor men, with a vengeance! A few democrats had sense enough to see the effect, and voted against the bill, but the Whigs strike out the vile discriminatory proviso by which poor men are sought to be disgraced for the crime of not being as fortunate as their wealthy neighbors.

The State Treasury committee, are still at work. The mountain suffers more than ordinary pains in her labor, and fears are now entertained that the product will be less even than a mouse. From what I can learn, the originators are becoming heartily tired of it. They have examined other witnesses, and have cleared up that Mr. Ball never refused to pay a draft without a good reason. It is admitted now I believe by all hands, that Norris did not go to the Pa. Road, a better engine for a less price, and yesterday in a letter to the Senate gave as a reason, that they were to get one of their manufacture, as a kind of "show-card." Of course your readers will understand, for 'tis as clear as sun and moon why they were not affected by the same reason in their sale to the State—the State Road terminating at that obscure little village in the eastern part of the State called Philadelphia, while the other "show-card" would be displayed at that great commercial and manufacturing mart, McVeytown, and be examined by the masses, as they, and it flew up the valley of the Juniata. What a shallow excuse. The next best thing that has taken place in this connection, is the story that Col. English the Superintendent on the Columbia Road, and who is clearly playing into Norris' hand, and who contracted with them for the engines at this enormous price, has been showing the written contract to the contract—was not too much. This is truly laughable; and therein he has shown that, he made the contract at an enormous price, and in writing, so that if possible the State must pay whatever amount he saw fit to write. If the contract had been made by parol, without any price specified, Norris could never have recovered more than a fair price, and that would be tested by what he sold to others for. Thus you see Col. English's proof is not a very strong one of what he intended it should. Many of the Supervisors are acting as witnesses, enjoying themselves at the expense of the State. "Who's afraid of the expense?"—the State pays the piper.

The Bank Bill, to which I have before alluded, is dragging its slow length along, in the Lower House—a crude and shapeless thing. As usual there are several foreign divorce cases, to be disposed of at the expense of our honest tax payers. They have not got fairly into the "mill" yet, they will of course soon be ready to show out and it bids fair for an active Spring trade.

The Bill for the erection of a Poor House in Huntingdon county has passed the Lower House in such a shape, as to leave it to the citizens to decide by ballot at next election, whether it shall be carried into effect. Though business is now beginning to crowd the files, and all are very anxious to bring up their bills in which they are interested, yet this bill, long as it was, and which is very difficult to keep under way, was by the tact and talent of your member, passed through all its readings. Truly your county is fortunate in her Representative.

PHILO.

HARRISBURG, March 8, 1850.

DEAR COL.—Long as my letters have been, I see that you have given them all to your readers. Well, I am gratified, truly, that they are as they are, you think they are worth printing. This letter writing is now reduced to system by those who follow it. A little of the news of the day—some speculations on the growing and a little praise, and the letter is ready for market. I am not exactly an *admirer*, but having promised to keep you up with affairs here this winter, I must write in my own homely old fashioned, straight forward style.

You know this Harrisburg, well. It is the place during the Legislative sessions. Here you see every body, and hear every thing. Thus far this year there has been no special, interesting and exciting topics, except the fight of the factions of Locofocoism, that is a fight, "as a fight." Jesse Miller in the Keystone speaks of the skin of Cameron and his friends. Simon says "point up," Miller says "waggle waggle," and it is hard to make Simon "point down." Jesse to reach Simon says he had a brother James who committed the most unheard of frauds when on the Rail Road—signifies that Simon was a partner in the plunder, and wants all to beware of the whole tribe. Simon who is up to trap, beats Jesse at his own game, and one of the journals says Jesse must be either a knave or a fool, and it may be that he is both.

Nor is the fight confined solely to the question of who shall be Canal Commissioner. It widens itself into the gubernatorial and Presidential candidates. Miller in his Keystone, is making a bed for Judge Longstreth to sleep quietly in—tucking him up—while he lulls him to sleep with the gentle song that he shall be the next candidate for Governor. While others say that Longstreth has been dead more than a year, and if Miller had not kept him "in a fight" he would have long since stunk in the nostrils of every party loving democrat. Bigler has been here trying to pave his way. He is too anxious—or rather he shows too much anxiety. He pretends to run a line of his own—dispensing factions, and cliques, and relying upon the people; but he has laid his own shill, for the whole crowd of candidates will go in for head-on. Judge Black is the most prominent now. If not ruined by the folly of his friends as the Chapman of the Bedford Gazette, he is in a fair way. Wm. F. Packer is on the look out; every act of his evinces his purposes. Shrewd, he tries to be sure of the popular side of a question, and then he is bold and active. He understands the clap traps of politics better than any of them; and I doubt not will be the way of some now more prominent candidates.

The North Sale.

Mr. Stanley, of North Carolina, said in his recent speech, that if the people ever intended to dissolve the Union, they would not do it after reading the speeches of Messrs Calhoun and Hilliard.

Plank Roads—their Utility and Profit.

BY MINGO.

This is, emphatically, an age of wonders. The lightning which enables us to communicate intelligence from one extremity of the Union to the other, with the velocity of thought, was but two or three years since only seen flashing in the storm cloud, yet the genius of a Morse has subdued it and made it subservient to his will, so that now a little child may direct its course! The invention of to-day excites our astonishment; and the language of admiration has scarcely escaped our lips, ere some other improvement is heralded forth, and we are filled with amazement at its wonderful creation; yet on the morrow, as it were, we are startled and our previous conceptions are eclipsed, by the announcement of some wonderful invention which places the author—*finite man*—almost on the same pedestal with his Creator!

Among the lesser and more simple contrivances to facilitate travelling, and the carrying of our products, the Plank Road certainly occupies a prominent position. Although not of recent origin, yet it has only been within the last few years that their utility has been fairly tested in the United States. The results have proved satisfactory in an eminent degree. So much so that it is now rendered certain that under many circumstances they are superior to the railroad, and that they can compete successfully with it in the carrying of freight; besides presenting this advantage, under all circumstances, over both railroads and canals, to the Farmer—they are Public Highways—on which he can transport his own produce by his own team. And as a bill has just passed our Legislature, incorporating a Company to construct such a road from this place to McAlvey's Fort, any information on the subject possesses a peculiar importance at this time to those who take an interest in the project. I have therefore devoted some leisure to the collection of facts in relation to their mode of construction, probable cost, &c., all of which I respectfully submit, believing that it will not prove unacceptible to your numerous readers. For this information, I am mainly indebted to a work recently issued in New York, entitled "Gillespie on Roads," extracts from which have been published in the various papers of the day.

The construction of this contemplated road would add greatly to the prosperity and business of Huntingdon, none can doubt. Whilst it is not just so clear to my mind that the stockholders would be blessed with handsome dividends, yet I firmly believe that the borough, in its corporate capacity, might construct the whole of this road, and by largely increasing thereby in the end. I think this is susceptible of the clearest proof, and I shall endeavor to make it manifest at another time. It is natural for a man to doubt that which he does not fully comprehend; and it is prudent in the capitalist not to invest his funds in a project until he weighs well every contingency that may operate against its success, and has an assurance based on reasonable grounds, that his investment will render him an adequate return for his risks. No man can be censured for using these precautions; but the fool who fails at everything his feeble intellect cannot understand, should be treated with contempt; and the man who possesses the means of aiding an enterprise which has for its object the public good, yet whose bad heart prompts him to withhold that aid, lest some individuals, whom envy makes him hate, should be benefited thereby—ought to be branded as a traitor to his home, and an enemy of his country's prosperity.

Plank Roads were introduced into Sweden in 1834 by the Governor General, Lord Snydenham, who had seen their utility in Russia. In the United States, the one from Syracuse to Central Square, N. Y., led the way, being finished in 1840, and its great success has already caused the construction of about five hundred miles in various parts of the State, and the projection of twice as many more in it, and in New Jersey, Ohio, Michigan, Wisconsin, &c.

The most generally approved plan for their construction, is as follows: Two parallel rows of timber are imbedded in the road three or four feet apart. Planks, eight feet long and three or four inches thick, are placed on these sills at right angles to their direction. The ends of the plank are not laid evenly to a line, but project three or four inches, alternately, so as to prevent a rut from being formed by the side of the plank track, and to make it easier for loaded wagons to get upon it; as the wheels, instead of scraping along the edge of the plank, when crossing towards the track obliquely after turning off, will, on coming square directly on the edge of one of these projecting planks, rise directly upon it. A side track of earth to turn upon must be carefully graded; and deep ditches must be dug on each side to insure perfect drainage; and thus is formed a plank road. In laying out a road of this character, it is indispensable, in order to secure all the benefits which can be derived from it, to avoid or cut down all steep ascents where the wheels are allowed, or even considerable steepness may be allowed to remain to save expense; since a horse can, for a short time, put forth extra exertion to overcome such an increased resistance; and the danger of slipping is avoided by descending the earthen track. The planks having been properly laid, they should be covered over one inch in thickness with very fine gravel or coarse sand. The grit of the sand soon penetrates into the grain of the wood and combines with the fibres, and the droppings upon the road to form a hard and tough covering, like felt, which greatly protects the wood from the wheels and horses shoes. The motion on a road of this kind has been compared to traveling on a track of well beaten snow.

I now proceed to give the costs of some of the roads now in operation. The Syracuse and Central Square plank road, sixteen miles, cost \$1487 per mile, lumber at \$30 per M. It has a single 8 feet track about 200 feet wide, spots of yielding sand. The average number of teams which passed over this road the first two years was 230 per day! The Rome and Oswego road, sixty-two miles, cost \$80,000, or about \$1300 per mile, lumber costing from 4 to \$5 per M. It is of eight feet Hemlock plank three to four inches thick, with grades cut down to 1:20. The Utica northern road, 22 miles, cost \$1800 per mile. A short road near Detroit, eight feet wide, laid on a gravel roadway, cost, with lumber at \$6 per M., \$1500 per mile. Two years may safely be assumed as the average minimum of durability of an oak plank road; one set of sleepers will outlast two plankings. After it is completed it is estimated that \$20 per mile would be required the first year to restore the grade where it had settled, to fasten loose planks, &c. For the next years \$10 per mile. These roads have all been very profitable to the stockholders, and their average dividends declared reach nearly 25 per cent.

The foregoing facts furnish a data which will enable any person familiar with the geography of the country through which the proposed road passes to determine with reasonable accuracy, whether it will offer sufficient inducements to the capitalist to embark in the enterprise.—More anon.

Huntingdon, March, 1850.

The Cholera broke out on board the steamer Dove, during her last trip from New Orleans to Camden. When she reached Monroe, eight of the passengers had died; of those who landed there, thirteen have since died.

Important from San Francisco.

NEW ORLEANS, Feb. 28.

The steamship Alabama has just arrived from Chagres, and I hasten to lay her news, which is highly important, before you. She brings sixty-five passengers, and half a million of gold dust. She also brings advices from San Francisco to the 15th January, being two weeks later than our previous accounts. They were received at Panama by the steamship California. The city of Sacramento has been overflowed by water. But few spots of land are visible, and the inhabitants are suffering terribly from this dreadful and unheard of calamity. The loss by this unlooked for visitation is estimated at over one million of dollars. Immense herds of cattle and other property have been swept away. While this great flood, however, destroys a great deal of property, it will wash out the gold in immense quantities. A party of Chilians made an attack upon the Americans at the mines in the vicinity of Stockton, in which two of the assailed were killed, and the others imprisoned through the latter were afterwards released. The ship Prince de Joinville, and the barque Harman, from New York, had arrived at San Francisco.

Riot in Pittsburg by Females.

The Pittsburg papers of Saturday contain accounts of a riot in that city on Friday by females. They were mostly the wives and friends of the boilers and puddlers now on a strike, or the workmen employed in the iron establishments in that city, most of whom were men from the east, and who were employed after the strike, to the places of those standing out. The Gazette says: They first attacked the works of Messrs. Graff, Lindsay & Co., and took forcible possession, driving the puddlers and boilers before them like sheep. They then gave vent to their spirits by throwing dirt, etc., into the furnaces, and succeeded in spoiling several hundred dollars worth of iron. They were followed by a large crowd of men and boys, who urged them on, and were evidently prepared to defend them against any resistance. The rioters next proceeded to the works of Messrs. Shoeburgers, and endeavored to play the same game there, but the police managed to keep them from entering. They walked around the outside several times, whooping and yelling and throwing heavy missiles at the workmen.

The Organization of Labor.

The intelligent and sturdy mechanics of the West seem disposed to settle this perplexing question in the most practical and satisfactory way. The Iron moulders' association at Industry, near Cincinnati, continues in successful operation, and another similar establishment will be opened at a place called California, eight miles further up the Ohio, on the first of June; and still another, at Home City—making altogether over two hundred iron moulders regularly and profitably employed on their own account, and sharing among themselves all the profits of their own labor. The iron moulders of Pittsburg are agitating the same idea, and have already commenced taking steps to carry it into practice. In that city there are already two or three cast iron establishments owned by the workmen, and more are in embryo. The tailors, shoemakers, cabinet makers and hatters are also talking of similar organizations. In Wheeling the nail cutters have a large establishment which they own themselves, and which yields them large profits. The puddlers and boilers of Wheeling are also organizing on an independent footing. In Philadelphia the seamstresses and dress makers carry on an extensive establishment, which furnishes a home and profitable employment to a large number of girls who, under the old system, could scarcely keep soul and body together.

A new Idea.

The Pottsville Mining Register gives the following as the latest wrinkle in the way of transportation—a scheme that will doubtless ruin the railroad and canal if it should ever be put in execution. A considerable stir is being made at this time about the new mode proposed for transporting coal from Schuylkill county to Philadelphia, by water, enclosed in cast iron tubes of wide diameter. The fall, being 600 feet in 90 miles, is considered sufficient, and the coal being less than one-third heavier than water, it is thought that two-thirds water and one-third coal will be the right proportion. It is demonstrated that 18,000 tons can be passed daily through a single tube of three feet diameter, at a cost of 25 cents per ton. This may give you a smile. But less likely things have succeeded, and capitalists are ready to embark in it if experiments, about to be made, prove successful.

Register's Notice.

NOTICE is hereby given to all persons concerned, that the following named persons have settled their accounts in the Register's Office at Huntingdon, and that the said accounts will be presented for confirmation and allowance, at the Orphans' Court, to be held at Huntingdon, in and for the county of Huntingdon, on Wednesday, the 10th day of April next, to wit:

1. James Clark, Executor of the last will and testament of Elizabeth Shaver, late of Shirley township, dec'd.
2. John McCulloch, administrator of John Scullen, late of the Borough of Petersburg, dec'd.
3. William Porter, administrator, de bonis non of Cornelius Davis, late of Jackson township, dec'd.
4. Jane Gregory, surviving executrix of the last will and testament of Wesley Gregory, late of West township, dec'd.
5. William B. Leas & Samuel McVity, administrators of Abraham Long, late of Shirley township, dec'd.
6. Thomas Fisher, Guardian of the minor children of Jesse Johns, late of Shirley township, dec'd.
7. John Maguire, Guardian of the minor children of George Hyle, late of the Borough of Alexandria, dec'd.
8. John Rumbarger, and Martin Houser, administrators of John Rumbarger, late of Warriorsmark township, dec'd.

M. F. CAMPBELL, Register.

Register's Office, Huntingdon, March 12, 1850.

FURNITURE SALE.

A Vendue will be held at the house of the undersigned, in the borough of Huntingdon, on Tuesday, March 26th 1850, commencing at 9 o'clock, A. M., at which will be offered for sale her

Personal Property.

consisting of a large variety of valuable household and kitchen furniture, to specify which is deemed unnecessary. Terms, liberal, and will be made known on morning of sale.

MARGARET MOORE.

March 12, 1850.

EXECUTOR'S NOTICE.

Estate of WILLIAM WESTON late of Henderson v. Huntingdon county, dec'd. NOTICE is hereby given that Letters Testamentary on said estate have been granted to the undersigned. All persons indebted to said estate are requested to make immediate payment and those having claims or demands against the same to present them duly authenticated for settlement to

THOS. FISHER, Executor.

March 12, 1850—6t.

AUDITOR'S NOTICE.

THE undersigned having been appointed by the Judges of the Court of Common Pleas of Huntingdon county, an Auditor to distribute the proceeds arising from the sale of the personal property of Frederick H. Jennings, will attend for that purpose at his office in Huntingdon on Friday the 5th day of April next at 2 o'clock P. M., where all persons interested can attend if they see proper.

JOHN SCOTT, Jr.

March 12, 1850—4t.

PROCLAMATION.

WHEREAS, by precept to me directed, dated at Huntingdon, the 19th day of Jan. 1850, under the hands and seals of the Hon. George Taylor, President of the Court of Common Pleas, Oyer and Terminer and general jail deliverer of the 3rd judicial district of Pennsylvania, composed of the counties of Huntingdon, Mifflin and Union, and the Hon. James Gwin and John Stewart, his associates, judges of the county of Huntingdon, justices of the peace, appointed to hear, try, and determine all and every indictments and presentments, made or taken for or concerning all crimes, which by the laws of the Commonwealth are made capital or felonies of death and other offences, crimes and misdemeanors, which have been, or shall be committed or perpetrated within said county, or all persons who are or shall hereafter be committed or perpetrated, for crimes aforesaid, I am commanded to make proclamation throughout my whole bailiwick, that a Court of Oyer and Terminer, Quarter Sessions and Common Pleas, will be held at the Court House, in the borough of Huntingdon, on the 23 Monday (and 8th day) of April 1850, and those who will prosecute the said prisoners, by then and there to prosecute them as it shall be just, and there to receive of the peace, coroner and constables within the said county, to be then and there in their proper persons, to do those things which to their office respectively appertain.

MATTHEW CROWNOVER, Sheriff.

Sheriff's Office, March 12, 1850.

PROCLAMATION.

WHEREAS, by precept to me directed by the Judges of the Common Pleas of the county of Huntingdon, bearing date the 19th day of Jan. A. D. 1850, I am commanded to make public proclamation throughout my whole bailiwick that a Court of Common Pleas, will be held at the Court House in the borough of Huntingdon, in the county of Huntingdon, on the 3d Monday (and 15th day) of April A. D. 1850, for the trial of an issue at law, which remain undetermined before the said judges, when and where all jurors, witnesses and suitors, in the trial of said issues are required.

MATTHEW CROWNOVER, Sheriff.

Sheriff's Office, Huntingdon, March 12, 1850.