

Huntingdon Journal.



WILLIAM BREWSTER, EDITOR. SAM'L G. WHITTAKER, EDITOR.

Wednesday Morning, May 27, 1857.

"Once more our glorious banner out into the breeze we throw; Beneath its folds with joy and shout We'll march upon the foe."

FOR GOVERNOR, DAVID WILMOT, OF BRADFORD COUNTY.

FOR CANAL COMMISSIONER, WILLIAM MILLWARD, OF PHILADELPHIA.

FOR SUPREME JUDGE, JAMES VEECH, OF FAYETTE COUNTY. JOSEPH J. LEWIS, OF CHESTER COUNTY.

The Farm Journal for June has been received. It is a prime No. as usual. Price \$1 per year. Emilen & Co., Publishers, Phila.

THE BAKERS ARE COMING!! We have the pleasure of announcing to our citizens that the world-renowned singers—the Baker family—will give one of their incomparable and grand concerts in this place, on Thursday evening, May 28th.

Pennsylvania Legislature, HARRISBURG, May 20, 1857.

The Committee of Conference on the Apportionment bill made a report, which was adopted—yeas 20, nays 11.

Messrs. Brown, Crabb and Ingram voted in the negative, in consequence of Philadelphia being restricted to four Senators.

Mr. Wright is detained at home from sickness.

The bill as agreed upon by the Committee of Conference and passed by the Senate, arranges the district representation in the following manner:

Table with 2 columns: SENATORIAL DISTRICTS and Representative counts for various counties like Allegheny, Beaver & Butler, etc.

Whole number of Senators, 33. REPRESENTATIVE DISTRICTS.

Table with 2 columns: Representative counts for various counties like Erie, Putter & Tioga, etc.

Whole number of Representatives, 100.

A resolution to adjourn sine die on Friday morning next, at 11 o'clock, was passed.

Mr. Walton read in place a bill to repeal the act for the sale of the Main Line.

A motion to take up this bill was refused.

The Sunbury and Erie Railroad bill was passed finally, the section guaranteeing three millions of dollars on the part of the State having been struck out yesterday.

HOUSE OF REPRESENTATIVES. The bill to establish a general system of Normal Schools was passed finally.

The Apportionment bill was passed by the following vote—Yeas—Messrs. Adams, Anderson, Augustus, Babcock, Backhouse, Backus, Beck, Calhoun, Campbell, Chase, Cleaver, Crawford, Dickey, Ent, Fausold, Foster, Hamer, Harper, Hill, Hillegas, Hoffman, of Berks and Hoffman of Lebanon, Imbire, Jacobs, Jenkins, Johns, Johnson, Kerr, Lebo, Longaker, Menner, Manly, McDermott, Moorhead, Munson, Mussey, Nicholas, Nicholson, Nunnemacher, Penrose, Peters, Ramsey, of York, Sloan, Smith of Cambria, Smith of Centre, Smith of Luzerne, Stevenson, Tulan, Vail, Vickers, Vongey, Waggoner, Westbrook, Wintrose, Withener, Wright—56.

Nays—Messrs. Arthur, Ball, Benson, Bishop, Brewer, Brown, Cary, Eyster, Gibson, Gilden, Hancock, Hans Hissard, Hine Jones, Kuffman, Knight, Leisinger, Melvin, Penrose, Powell, Russell, of Berks and Philadelphia, Reamer, Reed, Roberts, Rupp, Struthers, Thomas, Van Vorhes, Water, Warner, and Whetton, Williston, Wyalter, Zimmerman, and Getz—37.

The bill to appropriate \$50,000 to the Farmers High School in Centre county was passed finally.

SALE OF THE MAIN LINE.

[The subjoined Argument and Analysis of the bill for the sale of the Main Line of the Public Improvements, was prepared at the instance of gentlemen favorable to the bill, and who wished the public to know the real grounds upon which its passage was urged.]

What is the Main Line worth? What is its real intrinsic value? We do not mean to the Commonwealth, for to it, it has never paid expenses. A close, fair and honest examination of the result of its working will show that ever since it has been built, it has been a heavy annual tax upon the other resources of the Treasury. The yearly net loss to the State since it was said to be completed, has been in the neighborhood of a million of dollars.

For the accuracy of this statement, we ask a careful analysis of the reports of the Auditor General, State Treasurer and Canal Commissioners. We do not impeach their reports, but we simply wish to see their gross discrepancies rectified. We merely hold that those reports (and you may bring the originals from the Departments,) exhibit, not only an inconsistency, but a variance so gross that suspicion at least is fully aroused.

A comparison of the reports demonstrates in the most positive form that the Main Line has not only not paid expenses, but has been a steady and enormous charge upon the other resources of the State. More than twenty-five years of management, under all parties, satisfies us that it cannot be corrected. If this is the case, could not the State pay a large bonus to get rid of it? To the State it has proved a heavy and dead loss. All experiments have failed to correct it. But the principal question is, what is it worth to individual? What is its real value under the provisions of the bill that passed the House of Representatives? That is the real question. The valuable portions of the Main Line of the Public Works, are the Columbia railroad, and the Eastern Division, from the Junction of the Susquehanna canal, with the Main Line to Columbia. The Columbia railroad cost originally four and a half millions of dollars.

The common estimate of the value of the road has been five millions of dollars. The fact, that in a few months the Lebanon Valley and Reading railroad will connect Harrisburg with Philadelphia, by a route by three miles longer and far superior in grades and curvature, will bring the value of the Columbia railroad down to its original cost. It will take at least half a million to remedy its defective location. Assuming then that the Columbia railroad is worth four millions and a half of dollars, and that the Eastern Division, from the Junction of the Susquehanna canal, with the Main Line to Columbia, is worth an additional million, we have five and a half millions of dollars as the actual value of the paying portion of the Main Line.

Passing west from the Junction on the Main Line, we find that by the provisions of this bill, the party purchasing is required to keep in navigable condition forever, one hundred and twenty-one miles west of the Junction and reaching to the town of Hollidaysburg. This navigable canal has been one of the great drawbacks of the Main Line. It never has paid and never can pay. It should never have been built. It is in such a dilapidated condition at this time that immense appropriations must soon be made to rebuild decayed parts of it. From the fact, that a large and valuable portion of country on which is called the Upper Juniata canal would be deprived of all facilities for getting to market, and thrown back to the condition it was in thirty years ago, if it were abandoned, it is made one of the conditions of the bill for a sale, that this line shall be kept up. An examination of the cost of working it, will show that this one hundred and twenty-one miles of unprofitable work, will more than absorb the profit which it will ever be able to make. Yet the bill provides for a large expenditure upon an unfinished railroad, between the canal at Harrisville and the Allegheny river at Freeport, in order that the people on the West, no division shall not have withdrawn from their city of their present facilities. The finishing up of this line gives those who live upon and near this canal a complete railroad communication with Harrisburg. The party purchasing, when they conclude to abandon it, are bound to give to the citizens of the country through which it passes. We are thus, under the several provisions and conditions of this bill, brought down to the Columbia railroad at its actual value of the Main Line. The minimum fixed in the bill, is seven and a half millions, and if the Pennsylvania railroad purchase, an additional million, and a half, in a total of eight and a half millions, it is to be released in the tonnage tax, the tax on her bonds, dividends and property. This is simply the State tax, and leaves the right of the cities, counties, boroughs and townships to tax, as it was. Why fix a minimum of seven and a half millions of dollars in a bill, by the provisions of which it can be given, no party can afford to give more than four millions? For the simple reason that you could not pass a bill in the House of Representatives at a less minimum. It would undoubtedly have been a wiser policy to have offered them without limit at auction, or fixed a bona fide minimum of five and a half millions of dollars. But to each bid could pass the House. In the purchase of the Pennsylvania railroad, the price is five millions of dollars. What practical does this additional four millions and a half represent? The first tax that is taken off her is the tonnage tax. Last year the tonnage tax amounted to one hundred and ninety-seven thousand two hundred and ninety-eight dollars and no cents. We believe this tax to be unproductive and vicious in its character, but that part of it we will not argue. At the time that the charter of the Pennsylvania railroad was granted, this tax was imposed to protect the Main Line of the Pennsylvania railroad. Has the Main Line been injured?—has its value been impaired by the construction of the Pennsylvania railroad from Harrisburg to Pittsburgh? We say, no. Modern improvements in New York and Maryland, above and below it, have destroyed its value. The Main Line is better off this day than it would have been if the Pennsylvania railroad had never been built. We will illustrate this fact.

By the Main Line before the construction of the Pennsylvania railroad, a passenger started from Philadelphia in the morning, and was brought to Harrisburg by noon, then shipped by canal boat to Hollidaysburg, a distance of one hundred and thirty-five miles, at the rate of three and a half miles an hour. In half a day more time was required to get to the terminus of the Allegheny Portage railroad to Johnstown; a distance of thirty hours more, to get to Pittsburgh. The other mode of passenger transportation was by stages over the roughest roads for two hundred miles, from Harrisburg to Pittsburgh, at the same rate of three and a half miles an hour. If the Pennsylvania railroad had not been made, the thousands of passengers weekly, almost daily passing over the Columbia railroad to the western States, and even the western counties of our own State, not a solitary one would at this day have passed over it. This is a fact past all denial. The Baltimore and Ohio, and the New York and Erie railroads would have taken from the Columbia railroad the great throng of through travel that now passes westward by sea route. Has the Pennsylvania railroad injured the Columbia railroad in this respect? The question needs no answer. The State road is a large debtor to the Pennsylvania railroad on this head. She would have been at this day, if it had not been for the extension west, a more local road, doing a petty local passenger and freight business.

The same result can be shown in reference to all the light and valuable goods—the goods that remunerate the carrier best—the profitable kind of freight. Would a pound of it at this day have taken the disjunct line of canal and railroad, and been for days reaching its destination, when it could pass direct by a railroad both above and below it in two? Why even the Pittsburgh merchants would have become the patrons of the Maryland railroad. The building of the Pennsylvania railroad has saved all this trade to the road owned by the Commonwealth. These are facts that defy contradiction. We now come to the heavy and cheap articles, cotton in bales, tobacco, rice and flour. There was a time when the Main Line transported heavily from the west these articles. Would she have still had this trade if the Pennsylvania railroad had not been built? With the Baltimore and Ohio railroad tapping the Ohio river below Pittsburgh would not all these heavy articles have passed easy by that route? Would they—could they have passed on up to Pittsburgh—were re-shipped to a fifty ton canal boat at that point, carried east to Johnstown by the Main Line, then transferred to cars, and passed over the Portage to Hollidaysburg, again transhipped to boats, and hauled to Columbia; changed at that point, and a main placed on the cars, and transported to Philadelphia? Tapped the Ohio river is the best paid passage, and the southern rival this freight would all have gone by Baltimore. The handling of these goods on their transit four times, between Philadelphia and Pittsburgh, and the great delay and uncertainty upon a broken line of canal and railroad transportation, would have swept all the three trade, light and heavy, passenger and freight, from the Baltimore and Ohio. The Pennsylvania railroad has saved to the State road every one of the heavy articles that canals are now confined, except the local iron and coal trade. If any improvement is directly charged to with killing the Main Line, it is the Baltimore and Ohio road. With the local business along the Main Line, the Pennsylvania railroad may to some extent, have interfered. But when you come to balance the account of what has taken in from the State works, and what it has lost to them and held for them, the overwhelming portion of the indebtedness is due from the now valuable portion of the State improvements to the Pennsylvania railroad. This is a bitter conclusion but a true one, notwithstanding every active interest has strived itself against this road. Its construction has saved to the State the value of the Columbia railroad. It has preserved to the Commonwealth one link in the Main Line of the public works. Why then discriminate against it? Why restrict the trade of this road by a tonnage tax? Wrong in principle as that tax is, and calculated to fetter and marshall on commercial enterprise, how flagrant it comes that wrong, when it is used to injure the Main Line, as it was thought it would do when the charter was granted, it has been clearly shown that its construction alone saved the Columbia railroad from becoming a road of mere local trade and traffic. The principle which originated the tax is vicious and unsound. The ground of necessity or expediency upon which it was imposed has now disappeared. Why then should we not let it lie off? In all justice it should be repealed. The question then remains, what does the four and a half millions of dollars, above the value of the Columbia railroad, which number it is the only valuable portion of the Main Line, represent? Not the tonnage tax, for this is false in principle and unjust in practice. We have no objection to the point that that excess over the intrinsic and actual value of the Main Line begins to represent something valuable—something real. By the provisions of this bill she is released from her State tax, not her county, city, borough or township tax. How is she released? How exempted? How immune, as it will be alleged? By her payment into the Treasury, annually, until 1860, of \$225,000. Then the payment of the principal of that sum, four and a half millions of dollars. Is this an exemption? What does it release? Let us look at the figures, and they are open to the most rigid scrutiny. What are the State taxes of this road? To what do they amount at a time when the State debt is forty millions?

State tax on 8 per cent. dividend, \$12,645,000 stock, \$50,584 00

bonds \$7,851,000, 23,553 00

State and a county tax along the line exclusive of Philadelphia, 9,906 26

do. do. in Philadelphia, 15,000 00

99,043 26

Ninety-nine thousand and forty-three dollars and twenty-six cents is her aggregate tax, county, borough and town. We pass by the fact that under the provisions of this bill, she is still the subject of city, county and township rates and levies. We wish to make the case as strong as possible. She therefore pays two hundred and twenty-five thousand dollars per annum, and in 1860 she is to pay the principal of this—four millions and a half of dollars. Is this a favor? She agrees to pay this sum—not for the value of the public improvements; not alone to be released from taxation, but to get up to take the hampers off her trade; to unshackle her business, and let her trade with her New York and Maryland rivals on an equality. It is a battle, the favorable side of which must be returned to the prosperity of that great State, with whose soil and soil-maternal prosperity, all her interests are so clearly identified. The principle of releasing from taxation where an immense consideration is offered, is a new one. It may be open to objection. Doubtless it is. But where a party comes forward, and voluntarily agrees to pay more than double the amount of the tax annually for thirty years, and at the expiration of that time double the principal, and that too right in the face of a prospective reduction of one-half of the present enormous tax, is not a very valid objection to it. It comes upon us as strange, when we consider the fact that we are getting a large price for an improvement that is every year costing us immense sums—that never has and never will net to the treasury a dollar. It comes with overwhelming force when we look straight in the face, the fact that under all political parties, under every form of management, its hold on rank and starting corruption, has thrown into the shade all ordinary peculation and fraud. It is largely to the pecuniary advantage of the State to sell it, if she can do so under this bill. It is of still far more importance to the morals of her people, that this deadly blight be removed.

[From the St. Louis Republican of May 15th.] A Pennsylvanian Murdered at St. Louis and Another Terribly Wounded.

Last night, (Wednesday, 13th,) two men frightfully bruised, were brought into the Police office, about two o'clock, having been found lying in a stone quarry, near the Sugar Refinery, by a person, who hearing cries of distress, went into the quarry and found the men. When brought to the office, one of the men was insensible. His head was severely cut behind the ear, his skull fractured and his nose broken.

The other was externally very much bruised, his eye swollen and lacerated, one of his arms broken, and one of his knees deeply cut. The latter, although to all appearance more seriously hurt than his companion, was perfectly sensible, and able to give the particulars of the occurrence which preceded their falling into the quarry. He stated that his name was H. G. Gaton, and the name of his companion Robert Webb; that he is from Hollidaysburg, Pennsylvania, and Webb from Lewis-

MISCELLANEOUS ADVERTISEMENTS.

EXECUTOR'S NOTICE. I, ETHEL'S testator, on the estate of John L. Armitage, Esq., dec'd., late of the Borough of Huntingdon, Huntingdon County, having been granted to the undersigned, all persons indebted to said estate are requested to make immediate payment, and those having claims will present them duly authenticated for settlement. JAMES GWIN, Executor. Huntingdon, May 13, 1857.

LATEST ARRIVAL. AT LOVE & McDIVITT'S.

A NEW AND ELEGANT STOCK OF GROCERIES, CONFECTIONARIES, AND PROVISIONS, just received and for sale at the Wholesale and Retail Grocery & Provision Store of Love & McDivitt, Consisting of FISH, SALT, BACON, FLOUR, COFFEE, SUGAR, TEAS, MOLLASSES, SEGARS, & TOBACCO, of the best quality and every grade. OILS, CANDLES, FLUID, CAMPBELL'S, Nuts, Figs, Raisins, Dates, Tamarinds, Biscuits, Crackers, Cakes, Crackers, Cheese, Macaroni, Pickles of all kinds, Sardines, Canned and Confectionaries. All of which will be disposed of on the most reasonable terms, for cash or country produce. Persons wishing to give their orders in call and examine our stock before purchasing elsewhere, as we are prepared to sell every thing in our line of business a LITTLE LOWER than any other establishment of the kind in this locality. May 18, 1857. LOVE & McDIVITT.

Public Sale OF A LIMESTONE FARM.

BY virtue of an order of the Court of Common Pleas of Huntingdon County, the undersigned, Committee of Benjamin Johnson, (a lunatic) of Warfordsburg township, in said county, will sell at public outcry, on the premises, on Wednesday, the 3d day of June, 1857, a tract of land situated in Warfordsburg township, in said county, (being the farm formerly owned and occupied by Benjamin Johnson, Sr., dec'd.) within two miles of Tyrone City, and bounded by land of the heirs of John Henderson, dec'd., Thomas Weston and others, having thereon erected a dwelling house, a good Barn, a wagon Shed, a cider Press, &c. other necessary buildings. Also, a never-failing spring of good water, and a stream running across the farm. Containing about 270 Acres.

About 180 of which are cleared and in a good state of cultivation, the uncleared portion is covered with good timber.

One third of the purchase money to be paid on confirmation of sale, and the residue in two equal annual payments with interest; to be secured by the bonds and mortgage of the purchaser. CALLEB GUYER, Committee of Benjamin Johnson. Wilson & Petrelin, Attys. May 13, 1857.

TO INVALIDS. Dr. Harman, Analytical Physician.

Physician for Diseases of the Lungs, Throat, and Heart, formerly Physician to the CINCINNATI MARINE HOSPITAL, also to INVALIDS' RETREAT, Author of "Letters to Invalids," IS COMING. See following Card.

MAY APPOINTMENTS. Dr. Harman, Analytical Physician.

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NEW ADVERTISEMENTS. STRAY.

Strayed from the residence of the subscriber at Bell's Mills, Blair county, on Saturday, the 23d inst., one bay Horse 4 years old, and one Roan horse, 6 or 7 years old. A reward will be given to any person who will give me information respecting either of them. SAMUEL MILLIKEN. Bell's Mills, May 27, 1857.

EXECUTOR'S NOTICE. I, Wm. P. ORBISON, Executor, of the estate of Mary All, late of the Borough of Huntingdon, Huntingdon County, having been granted to the undersigned, all persons indebted to said estate are requested to make immediate payment, and those having claims will present them duly authenticated for settlement. W. P. ORBISON, Ex'r. Hunt, May 27, 1857.

JUST PUBLISHED. THE STORY OF A LIFE. OLD HAUN, THE PAWNBROKER. A new volume 400 pages, elegantly bound in cloth and illustrated. Price \$1.25. This deeply interesting and exciting tale of the "Mystery and Misery of New York," having had a ready sale, the Publishers feel justified in publishing a new and still larger edition of this best and greatest PICTURE OF NEW YORK IN MODERN TIMES. The scenes of Old Haun, though wrought into a masterly plot by one of our most powerful American novelists, are characteristic facts, and present in a vivid and most striking manner, such startling Revelations of Crime and Misery, daily occurring in our midst, as will thrill the Great American Nation, and that the reader should with amazement at the astounding developments.

A very interesting story of social life in New York, which has had a very large sale throughout this country. The author has great power as a writer and skill in the delineation of character, as well as dramatic abilities in relating facts in a vivid manner.—Boston Transcript.

Sold by Agents on the cars, and by all booksellers. Sent by Mail, post paid, on receipt of price. RUDD & CARLETON, 310 Broadway, New York.

Newspaper calling attention to the fact that the undersigned, JAMES GWIN, Executor, of the estate of John L. Armitage, Esq., dec'd., late of the Borough of Huntingdon, Huntingdon County, having been granted to the undersigned, all persons indebted to said estate are requested to make immediate payment, and those having claims will present them duly authenticated for settlement. JANE D. CREWITT, Executor. April 22, 1857.

Notice is hereby given that letters testamentary on the estate of Alfred B. Crewitt, late of the Borough of Huntingdon, Huntingdon County, and all persons indebted to said estate are requested to make payment, and those having claims against said estate are requested to present the same to the undersigned, duly authenticated, for settlement. JANE D. CREWITT, Executor. April 22, 1857.

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EXECUTOR'S NOTICE. I, ETHEL'S testator, on the estate of John L. Armitage, Esq., dec'd., late of the Borough of Huntingdon, Huntingdon County, having been granted to the undersigned, all persons indebted to said estate are requested to make immediate payment, and those having claims will present them duly authenticated for settlement. JAMES GWIN, Executor. Huntingdon, May 13, 1857.

LATEST ARRIVAL. AT LOVE & McDIVITT'S.

A NEW AND ELEGANT STOCK OF GROCERIES, CONFECTIONARIES, AND PROVISIONS, just received and for sale at the Wholesale and Retail Grocery & Provision Store of Love & McDivitt, Consisting of FISH, SALT, BACON, FLOUR, COFFEE, SUGAR, TEAS, MOLLASSES, SEGARS, & TOBACCO, of the best quality and every grade. OILS, CANDLES, FLUID, CAMPBELL'S, Nuts, Figs, Raisins, Dates, Tamarinds, Biscuits, Crackers, Cakes, Crackers, Cheese, Macaroni, Pickles of all kinds, Sardines, Canned and Confectionaries. All of which will be disposed of on the most reasonable terms, for cash or country produce. Persons wishing to give their orders in call and examine our stock before purchasing elsewhere, as we are prepared to sell every thing in our line of business a LITTLE LOWER than any other establishment of the kind in this locality. May 18, 1857. LOVE & McDIVITT.

Public Sale OF A LIMESTONE FARM.

BY virtue of an order of the Court of Common Pleas of Huntingdon County, the undersigned, Committee of Benjamin Johnson, (a lunatic) of Warfordsburg township, in said county, will sell at public outcry, on the premises, on Wednesday, the 3d day of June, 1857, a tract of land situated in Warfordsburg township, in said county, (being the farm formerly owned and occupied by Benjamin Johnson, Sr., dec'd.) within two miles of Tyrone City, and bounded by land of the heirs of John Henderson, dec'd., Thomas Weston and others, having thereon erected a dwelling house, a good Barn, a wagon Shed, a cider Press, &c. other necessary buildings. Also, a never-failing spring of good water, and a stream running across the farm. Containing about 270 Acres.

About 180 of which are cleared and in a good state of cultivation, the uncleared portion is covered with good timber.

One third of the purchase money to be paid on confirmation of sale, and the residue in two equal annual payments with interest; to be secured by the bonds and mortgage of the purchaser. CALLEB GUYER, Committee of Benjamin Johnson. Wilson & Petrelin, Attys. May 13, 1857.

TO INVALIDS. Dr. Harman, Analytical Physician.

Physician for Diseases of the Lungs, Throat, and Heart, formerly Physician to the CINCINNATI MARINE HOSPITAL, also to INVALIDS' RETREAT, Author of "Letters to Invalids," IS COMING. See following Card.

MAY APPOINTMENTS. Dr. Harman, Analytical Physician.

Physician for Diseases of the Lungs, Throat, and Heart, formerly Physician to the CINCINNATI MARINE HOSPITAL, also to INVALIDS' RETREAT, Author of "Letters to Invalids," IS COMING. See following Card.

NEW ADVERTISEMENTS. STRAY.

Strayed from the residence of the subscriber at Bell's Mills, Blair county, on Saturday, the 23d inst., one bay Horse 4 years old, and one Roan horse, 6 or 7 years old. A reward will be given to any person who will give me information respecting either of them. SAMUEL MILLIKEN. Bell's Mills, May 27, 1857.

EXECUTOR'S NOTICE. I, Wm. P. ORBISON, Executor, of the estate of Mary All, late of the Borough of Huntingdon, Huntingdon County, having been granted to the undersigned, all persons indebted to said estate are requested to make immediate payment, and those having claims will present them duly authenticated for settlement. W. P. ORBISON, Ex'r. Hunt, May 27, 1857.

JUST PUBLISHED. THE STORY OF A LIFE. OLD HAUN, THE