

The Elk Advocate,
A WEEKLY NEWSPAPER,
Devoted to the interests of the People of Elk Co.
PUBLISHED EVERY THURSDAY,
BY JOHN F. MOORE.
Office in the Court House.
TERMS—One Dollar and Fifty Cents per
annum, invariably in advance. No deviation
from these terms.
JOHN G. HALL, PROPRIETOR.

Rates of Advertising.
Adm's and Executor's Notices, each
6 times \$2 50
Auditor's Notices, each 2 50
Transient Advertising, per square of
10 lines or less, 3 times or less 2 00
For each subsequent insertion 5 00
Professional cards, 1 year 15
Special notices per line 1 00
Obituary and Marriage Notices, each 1 00
Yearly Advertising, one square 10 00
Yearly Advertising, two squares 20 00
Yearly Advertising, three squares 30 00
Yearly Advertising, 1/2 column 25 00
Yearly Advertising, 1/3 column 35 00
Yearly Advertising, 1/4 column 45 00
Advertisements displayed more than
ordinarily will be charged for at
the rate (per column) of 90 00

JOBING DEPARTMENT.
Having lately added materially to
our stock of Job Type, we are prepared to
do all kinds of work in a manner which can
not be excelled by any establishment be-
tween Williamsport and Erie.
Cards, Bill Heads, Programmes
Checks, Notes, Handbills,
Blanks, Envelopes, Labels,
Tags, Visiting Cards, Letter Heads
and any other work usually done in a coun-
try office.

Elk County Directory.
COUNTY OFFICERS.
President Judge—R. G. White.
Additional Law Judge—Henry W.
Williams.
Associate Judges—E. C. Schulze,
Jesse Kyles.
District Attorney—L. J. Blakely.
Sheriff—James A. Malone.
Prothonotary, &c.—G. A. Rathbun.
Treasurer—James Coyne.
Co. Superintendent—James Blakely.
Commissioners—William A. Bly, J.
W. Taylor, Louis Vollmer.
Auditors—Clark Wilcox, Byron J.
Jones, Jacob McCauley.
TIME OF HOLDING COURT.
Second Monday in January.
Last Monday in April.
First Monday in August.
First Monday in November.

Local Correspondence.
[An esteemed correspondent sends us
the following. We do not think it will
detract any from the merit of his really
well written essay, for us to say that we
would let our "bottom dollar" that if
the author is not a married man, he has
lately received a thrust from Cupid
which will keep him in hot water until
he is:]—PUB. ADVOCATE.

"WOMAN."
O, give me, heaven, to sweeten latter life,
And mend my wayward heart a tender wife.
Who soothes, altho' herself with anguish
wrung,
Nor renders ill for ill, nor tongue for tongue
—What is there more calculated to give
us frail being a foretaste of heaven
while journeying through this world,
than an amiable and affectionate wife—
Alive to every tender feeling,
To deeds of mercy ever prone;
The wounds of pain and sorrow healing,
With soft compassion's sweetest tone.
Woman, lovely woman, sweetest soother
of our cares, amidst the storms of ad-
versity and affliction, ever willing to
pour the balm of consolation into every
wound, leaving no means untried, to
chase away the gloom which may have
gathered around the brow of a beloved
husband, from the cares and fatigues of
the day; who can withstand the encap-
turing sight, when, with all thy charms
about thee, thou meetest the beloved
partner of thy affection, and bidst him
welcome home.
But how often do we see this lovely
being, the last and most perfect of God's
works, treated with brutality and con-
tempt, shocking to human nature! We
see the man conduct the lovely virgin,
beaming in all the pride of youth, beauty
and innocence, to the altar, with vows
of unalterable attachment; months and
years may roll away in domestic felicity,
but his appetite is satiated—and cold,
silent contentment clouds the brow of the
once loving husband. The regular hour
of his appearance at home passes by,
leaving his affectionate wife to pass
raving a long and miserable hour in
sorrow and tears. She droops and
withereth beneath the stroke, like a lily
of the field deprived of its wonted nour-
ishment from the earth, and withering
under the scorching rays of a vertical
sun. Perhaps some unfortunate adven-
ture has plucked the object of her af-
fections into distress and misery, and
instead of confiding his trouble to the
bosom of a tender and anxious wife, who
might mitigate his anguish, he grasps
the exhilarating howl, and dashes the
light bulb expectations of his friends and
family down to the regions of despair,
and too often do we see her consigned to
an untimely grave, the sad victim of a
husband's profligacy. Woman was not
formed by an All-Wise being to bear the
frowns of man, but to be the participator
of his joys and sorrows.
In the decline of life, when the gay
and fascinating amusements, which
pleased us in our youth, lose that charm
which once they had with us, what is
better calculated to make life's latter end
tolerable than a companion who will il-
lustrate our many dark hours, and par-
ticipate in our joys; one to whom we
can say as did the father of mankind to
our mother Eve, "be one of my bone, and
flesh of my flesh."
L. B. J.
Benzetto, April 11th, 1866.

The Elk Advocate.

JOHN G. HALL, Proprietor.
JOHN F. MOORE, Publisher.

RIDGWAY, PENNA., APRIL 18th, 1867.

VOLUME SEVEN—NUMBER 6.
TERMS—1 50 PER ANNUM.

SPEECH OF HON. WM. A. WALLACE, SENATOR FROM CLEARFIELD, In the Pennsylvania Senate, March, 1867, on the General Railroad Law.

Mr. WALLACE. Mr. Speaker, this subject is so important in its bearings upon the future of our Commonwealth and so directly affects my immediate constituents, that I deem it my duty to place upon record my reasons for the several votes I have given and shall give upon the bill. It is an admitted fact that a majority of the people of Pennsylvania are favorable to the passage of a "free" or "general" railroad law. Both candidates for Governorial honor at the late election placed themselves upon record in its favor. Both the incoming and outgoing Governor recommended it. The Committee on Railroads of this body recognized this fact and reports favorably the bill before us, which is entitled "An act to authorize the formation of railway companies." I cannot but regret that the committee has not given us a more liberal bill; it is better than none, but it is by no means what it should be. Its title expresses what it is, but I fear the authority given is so defective in its details, so restrictive in its essential features, that it can never be a "general" railroad law. Deficient as it is, restricted as are its details, it seems our plain duty to accept from the committee and the majority of this body a bill which they have persistently refused to permit us to amend. If we refuse to accept this, our work must be recommenced at the bottom, whilst, if we accept our inevitable fate and point out the defects in the bill, concentrate public opinion upon them, force them into the canvass before the people and thus compel candidates for place to commit themselves in favor of their correction, we shall be enabled to amend and reform the law in future sessions. We dare not assume that the House will refuse to amend the bill as the Senate has, and it becomes our duty to send it to them in as good a form as we can. Who will undertake to say that, in placing upon the statute books a law recognizing the free railroad system as a part of our policy, we are gaining nothing? It is, in reality, a victory over the opponents of this system that we have thus wrung from them. They reluctantly yield, yet yield they do, and we compel them to place upon record their solemn admission that a free railroad system is, and ought to be, the policy of Pennsylvania. This is the great, leading, fundamental idea in the bill, and its details will be formed and shaped to mould and carry out the wishes of the people thus recognized. We may fail to aid in shaping these details, but our successors will find it an imperative duty. Entertaining these views, and having been, in all its stages, and during my entire legislative career, an advocate of the adoption of this system, I cannot now refuse to vote for the bill because I have failed to amend it as my judgment dictated, and my earnest efforts have demonstrated, was my wish.

Upon the consideration of the bill in committee of the whole, it seemed as though amendments were to be permitted; upon repeated divisions of the committee, the friends of a liberal policy were successful, and valuable additions were engrained upon the bill. Whether this was because the yeas and nays could not be called, or for what reason it occurred, I cannot say, but the tactics were changed, and, upon a test vote, the committee of the whole arose and were refused leave to sit again. The effect of this vote was to cut off all the amendments that had been made, and allow the bill to come up on second reading precisely as it had been reported from the Railroad Committee. It is a significant fact that all of the Senators who voted for that motion have since been found voting steadily against amendment.

The first section of the bill authorizes the creation of a railway corporation of not less than nine persons, and fix as the amount of capital stock at not less than fifteen thousand dollars per mile. It was proposed to reduce this to ten thousand dollars by the friends of this more liberal policy.

The tenth section of the bill authorizes the mortgage of the railway to an amount not exceeding twenty thousand dollars, and it seems fair to suppose that in localities in which railroads can be constructed for ten thousand dollars per mile, those who invest their money, and sink it in grading and bridging, should be permitted to execute a mortgage on the road for superstructure and equipment. There are many portions of the Commonwealth in which this amount is fully adequate to these purposes, and it seems like imposing unnecessary weight to compel the subscription of one-third more, with its accompanying addition of taxation. Surely this policy is not liberal; it is the very reverse.

The second section provides that before the certificate of incorporation shall be issued, at least ten thousand dollars per mile shall be subscribed in good faith, and ten per centum thereon paid in. We moved to strike out ten thousand dollars and insert four thousand, and again we were voted down by the friends of the reported bill. Under our present railroad law of 1849, and its supplement, assuming fifteen thousand dollars per mile to be the amount of capital stock named in each charter, it is only necessary to subscribe ten per cent. thereof, or one thousand five hundred dollars, in order to secure the issuing of letters patent, and the right to all of the incidents of a corporation. The same amount must be paid up under each law. Can there be any reason given for this vast difference? Under the law, as it now exists, less than one-sixth of the bona-fide subscriptions is necessary that that action makes obligatory. In the one case, the Legislature grants the special charter; in the other, the mere compliance with the statute vests the right. Recognizing the increase of the cost of construction (consequent upon present high prices), we proposed to make four thousand dollars the minimum, but failed by the same vote as before. Is it fair, in the face of this comparison of the two laws, to say that this bill will aid in creating new companies? This distinction is made upon a very essential point in the case, the very life-giving principle to the new companies, and shows deep ingenuity in its insertion. If one thousand five hundred dollars be enough to allow the incorporation of companies under the law as it now stands, surely four thousand dollars is enough to give them life under the new bill, when our purpose is declared to be, "to authorize the formation of railway companies."

The provisions of this section also initiate a new policy in our State. It imposes upon all stockholders a liability for debts incurred in construction, maintenance and operation, equal to the amount of their stock. As I understand this, if the road be insolvent, the stockholder not only loses his stock, but must pay an amount equal thereto upon the debts of the company. It is urged by the friends of this provision that he can only be responsible to the amount of the cash value of the stock, and if he has paid that, he can be held for no more. It is true, why insert such a provision? The stock, if unpaid, can be reached by ordinary process, or, if paid up and expended, it is in the road and its equipments, which can be levied. It will bear but one construction, which is the one already placed upon the individual liability clause in manufacturing charters, viz: that the stockholder is liable to an amount equal to his stock in addition thereto. The chairman of the Judiciary [Mr. SHOEMAKER] admits this to be the true construction, and asserts its correctness as a principle, assuming that, like all manufacturing companies, these corporations should be held to a stringent rule. He forgets that this class of corporations stand upon very different and much higher ground than the other class. These create and develop wealth wherever their ramifications extend; they are a public benefit, and nourish and invigorate all other enterprises. All regard them as powerful agents in producing wealth for the State, the people and the nation. The other class of corporations upon which this clause has been imposed are private enterprises for personal gain, confined in their operation to a narrow sphere and often productive of injury to the mass of the people. Their privileges are special, and give them advantages over private capital; the mass of the community are not benefited, and they may well be placed under restrictions that are totally inapplicable to railroads. It is contended that the laborer will suffer and lose his wages if this clause be not inserted. If I thought so, I would assuredly desire preservation, but such is not the experience of our people; railroads are built by contract, and the contractor employs the laborer; it is the rarest occasion that he goes on with his work. No individual liability clause is contained in our railroad law of 1849, nor does it appear in any of the special charters heretofore granted. Why, then, shall we change the rule? Our policy upon this subject is settled, and it is wrong now to unsettle it. This provision will operate as a serious hindrance in the way of securing capital, and is an unnecessary and unwise restriction. It is almost an adage in our system of railroad financing that the stock must be sunk once before the road will pay, and this risk is sufficient to impose upon our capitalists. If this be the case, the State is still the gainer, for although the capital is gone, travel is facilitated, production is rendered easy, and the hidden resources of the State are developed.

The proviso to the fifth section limits the new companies to certain specific rates of toll upon coal, iron ore, pig metal, lumber and agricultural products. This provision, in itself is wise and just, and commends itself to our judgment as a protection to the people; but when we remember that the rates of toll herein fixed are the maximum, and that every railroad company in existence in the State is now charging higher rates of toll than these, it becomes apparent that this is an unjust discrimination against the new companies, and that some rule should be adopted that will bear equally upon the old companies, as well as the new, and also save the people from onerous charges.

In offering the amendment to the seventh section, authorizing connection with railroads of other States, and empowering the execution of contracts with them, it seemed, to my mind, so plainly necessary, so vitally essential to the success of the system, so clearly conducive to the interests of the Commonwealth, I hoped for its success. In this, as in our other efforts, I have been disappointed. To my immediate constituents this is a vital amendment. It is for them a practical good, an indispensable element in the healthy development of their inexhaustible resources. By your decisions they are remitted to the future, and to that future, and to the tribunal of the people, they confidently appeal.

Other amendments less vital than these have shared their fate. With these amendments, the bill would have been useful and practical; without them, it is the vehicle into which, eventually, the machinery necessary to its harmonious and beneficial working will be put.

Senators take occasion to heap anathemas upon the heads of the officers of one of the great corporations of the Commonwealth, and charges and assertions are made that I regret to have heard. I cannot forget that I am, in common charity, bound to accord to all men reformation of purpose. Whilst I am performing my sworn duty of the Commonwealth I serve, I must not forget to allow the sworn officers of that corporation to perform theirs. If their devotion to its interests, to its prosperity and magnitude, if their strength of mind, concentration of purpose and determined energy enable them to advance its welfare to the detriment of the State, it should not redound to their disadvantage, but should cause the blood to mount in our cheeks, that we, the chosen rulers of almost an empire, are found unable to cope successfully with a creature of our own creation. The remedy for this lies with the people. Let them select men who will obey their will. I cannot forget too, that Senators upon this floor, whose integrity no man dare impugn, have been found steadily voting against our amendments and for the bill of the committee. This demonstrates to the impartial mind upon this subject. Senators resident in the East regard this subject from a different standpoint than those of us who reside in the West.

We can but speak our own sentiments, and endeavor truthfully to represent by our votes the sentiments of our constituents, and in presenting this question from our point of view, it of course becomes us to do so earnestly and truthfully.

To my own mind it becomes a question upon which broad and comprehensive views of our situation and policy should prevail. In an issue so vital to our future, we should rise above locality and local opinions, and losing sight of all else, endeavor to find those avenues that will lead our Commonwealth and people to a proud and elevated position.

We are Pennsylvanians, and we are citizens of the United States. We owe duties in both relations. As Pennsylvanians, it is our duty to throw wide the door and invite capital to enter, to create a system liberal and far-seeing, by which the iron rail may be made to track every stream, to climb every hill, and penetrate every valley in all our broad State, by which our vast riches of iron, of lead, of coal and of timber, may be dragged from their native places, and made to pay tribute to our coffers, and by which the agricultural resources of the Commonwealth may readily reach their most natural markets.

Let who will block the way, it should be the pride, as I believe it to be the duty of Pennsylvanians, to throw it open. Our true mission is that of material progress, and in the line of that mission, free transit becomes an imperative duty.

Standing upon one of the bills of my own county, I can cast a stone, with my left hand, into waters that flow into the Gulf of Mexico, and with my right hand, into those that flow into the Chesapeake bay. At that point the summit between the Eastern and Western waters can be passed with gradients not exceeding fifty feet to the mile, and the valleys of these water-courses run almost beneath the line of a direct air-line route between New York and the great centre of railroads in the West.

Here lies the great natural thoroughfare from the seaboard to the West. In advocating its adoption, I am actuated by what I believe to be the simplest principle in our ordinary affairs. It is that which dictates to our common sense the selection of the most direct means for the attainment of the end desired. Here are the easy grades, the direct line. Trade and travel seek and invariably find them. Their early adoption brings early development. Refusal to open the door now but postpones the inevitable future. Philadelphia is not injured by their adoption, for to day her great corporation seeks to secure travel and trade to New York, and facilities are given by the Allentown route, and by close connection West Philadelphia for easy and rapid access thereto. Its officers grasp a great truth in establishing this policy, and secure for their magnificent road a patronage that a different policy would repel. If, then, it be true that Philadelphia and her citizens now aid in opening the way to New York, and, by doing so, invite traffic through our borders, what force is there in the argument that Philadelphia is injured? Trade cannot be diverted from its natural channels, and we must act accordingly. It then becomes a simple question between the interests of existing lines and of those to be created in future. There will be enough for both. Our geographical position insures his. New York lines may not be able to compete with this, but our own will fairly divide the trade.

From Second Fork, in Cameron county, to the Philadelphia and Erie road, by the valleys of the Sinnemahoning and Susquehanna to Lock Haven, thence by a straight line to Milton, and thence by the Catawissa, Lehigh Valley and Central New Jersey routes, New York is reached by direct lines.

From Second Fork, the summit of which I have spoken is reached by the valley of Bennett's branch of the Sinnemahoning creek, and connection is made with Sandy Lick creek, a branch of the Redbank, which is a tributary of the Allegheny. Descending the Sandy by very low gradients, the town of Brookville is reached, and thence stretching westward by the valley of one of the tributaries of the Redbank, a branch of the Clarion is attained, which is descended, that stream is crossed, and one of its western branches again ascended to the summit, between the Clarion and the Allegheny, where the head of East Sandy creek is reached, and that stream descended to the Allegheny, whence easy gradients and direct lines connect with Franklin, and Warren, Ohio. If we will take a map and lay upon it a line from the centre of the railway systems of Ohio and Indiana to New York, it will be found that by this route, the deflection from that line is very less than that of an existing line. Its distance is shorter by ninety miles; its curvatures are lighter, and its gradients are one-half easier than those of any other existing line of railway. It is the direct and natural route from New York to the great West. If to this we add the fact that, diverging from this line at the mouth of Sandy Lick, in Jefferson county, and following the valley of the Redbank to the Allegheny, and thence connecting with the Allegheny Valley Railroad, Pittsburgh is reached and connected by easy gradients with the line, we find that an unreamed of capacity for development exists in Northwestern Pennsylvania. These lines, traversing the counties of Cameron, Elk, Clearfield, Jefferson, Clarion, Venango, Mercer, Armstrong and Butler, will stimulate enterprise, bring forth their dormant treasures and add enormously to the wealth of the State. In Clarion county there exists immense deposits of iron ore and other minerals awaiting means of transit and capital for their development.

Up to this time she has received no benefit from public improvements and the enterprise of her citizens has been repressed and discouraged by their inability to compete with those more favored with facilities for rapid transit and easy production. They ask that you shall but give them the right to add to your wealth in nourishing and invigorating their own. The counties of Elk, Cameron, Clearfield and Jefferson bristle with forests of pine and hemlock oak timber. Annual freshets upon the streams of the localities are the only means they possess for bringing to your doors the products of their forests. They can reach you but once a year, and then our hardy sons of toil must grapple with all the difficulties of navigation amid natural obstructions and artificial impediments, created for the benefit of other communities. They, too, ask that you will permit them to in-

vest their capital and invite other capital to come in and provide the means by which they may be able daily to place in your market the lumber so essential in everything that makes your homes inhabitable. Upon the route I have described, and bedded in the hills which border the valleys of Bennett's branch and Sandy Lick, in the counties of Clearfield and Jefferson, easily attainable and most desirable in its qualities, exists the finest body of bituminous coal within the State. The veins are of immense thickness, so large that a man standing erect in his wagons may drive into the coal openings, load it, and return. This vast deposit stretches northward through Elk and M'Kean counties also. Unproductive and undeveloped, they await the magic touch that you can give them, to lie at your feet shining with the colors of the rainbow, or to glow and melt in driving the mighty engine, or in reducing the stubborn ore. From the heart of this immense deposit at Sandy Lick Summit, in Clearfield county, it can be placed on the wharves at Buffalo with a transportation of less than one hundred and sixty miles, by a line of railroad traversing the counties of Elk and M'Kean, with easy grades and light curves, a part of which is already in progress. Will you forbid our passage northward? Must our riches lie forever undeveloped? There lies the right to do it, and within sixty days the ground will be staked, the earth broken, the capital subscribed, and everything prepared to make our northern hills resound with the shrieks of the locomotive, laboriously dragging to the shores of the lake the mineral treasures now hidden and dormant. It is a small boon for you to grant; it is wealth to us, and untold riches to future generations.

Senators of Pennsylvania! We ask you, rise to the stature of representatives of your great Commonwealth. See her interests in the vista of future years, and of centuries, and aid now in giving to her industrial progress, to her mineral and agricultural development, an impetus that will rapidly enrich the State, and place her in the proud position to which she is entitled.

FEMALE SUFFRAGE.
Mark Train is publishing a series of articles on Female Suffrage in the St. Louis Democrat. Some of his arguments in opposition to the measure are original and amusing. He says that even now they are so fond of office that they are continually getting up associations of all kinds, and running for President of them without pay, but once allow them to vote and go to the Legislature, and they will start a thousand more societies, and cram them full of salaried officers. Instead of the usual fee-bill for judges, State printer, &c., he says the list would read something like this:

OFFICERS AND SALARIES.

President Dorcas Society.....	\$4,000
Subordinate officers of same, each	2,000
President Ladies Union prayer meeting.....	2,000
President Paucine educational society.....	4,000
President of Ladies' Society for Dissemination of Bibles Let. among the Shoshones.....	5,000
State Criminal Directress.....	10,000
State Superintendent of Waterfalls.....	10,000
State Hair Oil Inspectress.....	10,000
State Milliner.....	50,000

You know what a state of anarchy and social chaos that fee bill would create. Every woman in the Commonwealth of Missouri would let go everything and run for State Milliner. And instead of ventilating each other's political antecedents, as men do, they would go straight after each other's private moral character. (I know them—they are all like my wife.) Before the canvass was two days old it would be an established proposition, that every woman in the State was "no better than she ought to be." Only think how it would lacerate me to have an opposition candidate say that about my wife. I know that my wife isn't any better than she ought to be, but still I would not like these things aired in a political contest.

Think of the torch light processions that would distress our eyes. Think of the curious legends on the transparencies:

"Robbins forever! Vote for Sallie Robbins, the only virtuous candidate in the field!"
And this:
"Chastity, modesty, patriotism! Let the great people stand by Maria Sanders, the champion of morality and progress, and the only candidate with a stainless reputation!"
And this:
"Vote for Judy M'Ginnis, the incorruptible! Nine children—one at the breast!" In that day, a man shall say to his servant: "What is the matter with the baby?" And the servant shall reply—"It has been sick for hours." "And where is its mother?" "She is out electioneering for Sallie Robbins." And such conversations as these shall transpire between ladies and servants applying for situations: "Can you cook?" "Yes." "Wash?" "Yes." "Do general housework?" "Yes." "All right; who is your choice for State milliner?" "Judy M'Ginnis." "Well, you can't trump."

One of the Democratic Connecticut State Senators was defeated by only four votes. Five votes would have made a tie in the Senate. As it is the Rads have one majority.

The Radical newspapers have not written obituaries upon the Democratic party for several weeks. There has been a press upon their columns in the shape of Connecticut election explanations.

A negro barber of Cammotsburg, Washington county, shot his wife in the head, the other day, but not fatally. The poor fellow was "insane" with jealousy.

It is said there is not sufficient evidence yet hatched out to either try or hang Surratt.

They have the Black Crook at Lancaster.