

The Ebensburg Alleghanian.

T. HUTCHINSON, } EDITORS.
D. JAMES.

I WOULD RATHER BE RIGHT THAN PRESIDENT.—HENRY CLAY.

TERMS: \$2.50 PER ANNUM.
\$2.00 IN ADVANCE.

VOLUME 9.

EBENSBURG, PA., THURSDAY, OCTOBER 8, 1868.

NUMBER 9.

WILLIAM KITTELL, Attorney at Law, Ebensburg, Pa.
August 13, 1868.

JOHN FENLON, Attorney at Law, Ebensburg, Pa.
Office on High street. [aug13]

GEORGE M. READE, Attorney at Law, Ebensburg, Pa.
Office in Colonnade Row. [aug13]

WILLIAM H. SECHLER, Attorney at Law, Ebensburg, Pa.
Office in Colonnade Row. [aug26]

GEORGE W. OATMAN, Attorney at Law and Claim Agent, and United States Commissioner for Cambria county, Ebensburg, Pa. [aug13]

JOHNSTON & SCANLAN, Attorneys at Law, Ebensburg, Pa.
Office opposite the Court House. [aug13] J. E. SCANLAN.

SAMUEL SINGLETON, Attorney at Law, Ebensburg, Pa.
Office on High street, west of Foster's Hotel. [aug13]

JAMES C. EASLY, Attorney at Law, Carrolltown, Cambria county, Pa.
Architectural Drawings and Specifications made. [aug13]

J. WATERS, Justice of the Peace and Scrivener.
Office adjoining dwelling, on High st., Ebensburg, Pa. [aug13-6m.]

F. A. SHOEMAKER, Attorney at Law, Ebensburg, Pa.
Particular attention paid to collections. Office on High street, west of the Diamond. [aug13]

JOSEPH S. STRAYER, Justice of the Peace, Johnstown, Pa.
Office on Market street, corner of Locust street extended, and one door south of the late office of Wm. McKee. [aug13]

R. DEVEREAUX, M. D., Physician and Surgeon, Summit, Pa.
Office east of Mansion House, on Railroad street. Night calls promptly attended to, at his office. [aug13]

DR. DE WITT ZEIGLER—
Having permanently located in Ebensburg, offers his professional services to the citizens of town and vicinity.
Teeth extracted, without pain, with Nitrous Oxide, or Laughing Gas.
Rooms adjoining G. Huntley's store, High street. [aug13]

DENTISTRY—
The undersigned, Graduate of the Baltimore College of Dental Surgery, respectfully offers his professional services to the citizens of Ebensburg. He has spared no means to thoroughly acquaint himself with every improvement in his art. To many years of personal experience, he has sought to add the imparted experience of the highest authorities in Dental Science. He simply asks that an opportunity may be given for his work to speak for itself.

SAMUEL BELFORD, D. D. S.
Will be at Ebensburg on the fourth Monday of each month, to stay one week. August 13, 1868.

LYOYD & CO., Bankers—
Ebensburg, Pa.
Gold, Silver, Government Loans and other Securities bought and sold. Interest allowed on Time Deposits. Collections made on all accessible points in the United States, and a General Banking Business transacted. August 13, 1868.

W. M. LLOYD & Co., Bankers—
Altoona, Pa.
Drafts on the principal cities, and Gold and Silver for sale. Collections made. Money received on deposit, payable on demand, without interest, or upon time, with interest at fair rates. [aug13]

THE FIRST NATIONAL BANK—
OF JOHNSTOWN, PENNA.
Paid up Capital.....\$ 60,000 00
Reserve to increase to.....100,000 00
We buy and sell Inland and Foreign Drafts, Gold and Silver, and all classes of Government Securities; make collections at home and abroad; receive deposits; loan money, and do a general Banking business. All business entrusted to us will receive prompt attention and care, at moderate prices. Give us a trial.

Directors:
D. J. MORRELL, JOHN DIBERT,
ISAAC KAUFMAN, JACOB LEVERGOOD,
JACOB M. CAMPBELL, EDW. Y. TOWNSEND,
GEORGE FRITZ,
DANIEL J. MORRELL, President,
H. J. ROBERTS, Cashier. [sep3ly]

W. M. LLOYD, Pres't. JOHN LLOYD, Cashier.
FIRST NATIONAL BANK
OF ALTOONA.
GOVERNMENT AGENCY,
AND
DESIGNATED DEPOSITORY OF THE UNITED STATES.
Corner Virginia and Annie sts., North Ward, Altoona, Pa.

AUTHORIZED CAPITAL.....\$300,000 00
CASH CAPITAL PAID IN.....150,000 00
All business pertaining to Banking done on favorable terms.
Internal Revenue Stamps of all denominations always on hand.
To purchasers of Stamps, percentage, in stamps, will be allowed, as follows: \$50 to \$100, 2 per cent.; \$100 to \$200, 3 per cent.; \$200 and upwards, 4 per cent. [aug13]

ABRAHAM BLAINE, Barber—
Ebensburg, Pa.
Shaving, Shampooing, and Hair-dressing done in the most artistic style.
Saloon directly opposite the "Mountain House." [aug13]

SAMUEL SINGLETON, Notary Public, Ebensburg, Pa.
Office on High street, west of Foster's Hotel. [aug13]

JOB WORK of all kinds done at THE ALLEGHANIAN OFFICE, High St., Ebensburg, Pa.

Grant and Colfax.

Hang out the great, illustrious names
Of noble men of noble deed,
Who ne'er their country's trust betrayed,
Nor faltered in her hour of need.
Let all the people from afar
Behold the nation come at length
From base intrigue and bloody war,
To heights of grand and stable strength.
Now sweeps the darkness from the sky,
And looking o'er long years of pain,
With sense of danger ever nigh,
From men of lust of greed and gain,
We see the rainbow arch of peace
Stretch o'er the land from shore to shore,
A promise of our glad release,
A pledge that traitors rule no more.

AN EX-DEMOCRAT ON DEMOCRACY.

SPEECH OF HON. JOHN SCOTT AT HUNTINGDON, SEPTEMBER 18TH, 1868.—
THE SEAM DEMOCRACY SHOWN UP IN THEIR TRUE COLORS.

Mr. Scott, on rising to address the meeting, was for some minutes unable to proceed, owing to the enthusiastic and oft-repeated demonstrations of applause with which he was greeted by the audience. He commenced by contrasting the circumstances under which the issues of this campaign are discussed, with those of the campaign of 1864. In '64 Horatio Seymour was President of the Chicago Convention, and with him were Bigler of Pa., Vallandigham of Ohio, and others, who declared in their platform that four years of war had resulted in failure to restore the Union, and that war should cease. They further charged that the Government had broken and violated the Constitution in every part—in other words, the Chicago platform, constructed by Seymour and others, was a declaration of war against the Government, and of peace with the rebels who were trying to destroy it. While these men were engaged in forming that platform, Wade Hampton was waving his sword at the head of the "Hampton Legion," and perhaps charging the "Boys in Blue," destroying as many as possible of those who were there in defence of the Government. Buckner, the man Grant informed that he would move on his works at Donelson, was also doing what he could to destroy the Government. Preston was seeking to secure the influence of the Courts of Europe against us. Here we had Seymour, Bigler, and Vallandigham on the one side, and Buckner, Preston, and Wade Hampton on the other side, all co-operating for the purpose of dividing the party having control of the Government, and the Government itself, while Gen. Grant was fighting the battles of the Wilderness; Hartranft, after his grand achievement on the bloody field of Antietam, was engaged in the trenches about Richmond, and Campbell was guarding the line of the Baltimore & Ohio Railroad to prevent the rebels of the South from burning your home and mine. How in 1868? Seymour, Bigler, and Vallandigham were again in a Democratic Convention, as actors, or as moving spirits, to engineer its nomination and platform. Pendleton, if not there, had his escort there. We saw them going there but not coming back. The same men who were against Grant in 1864 are against him now. "The same men who then sent the "Boys in Blue" home to be buried, Hampton and Buckner, and the men who joined hands with them in the North, are joining hands now in opposition to Gen. Grant. In 1864 the Democrats of the North said every measure taken by the Government was unconstitutional, and thus sought to cripple its energies while the rebels in the field were denying the right of the Government to exert its control over them.

When the Democratic party of the North, and the rebel element of the South came together, could anything else come of it than what did? One plank of the platform attacking the finances of the Government, and the other attacking the power of the Government to govern the Southern States; this was Wade Hampton's platform, the result of a coalition of the two elements North and South. Sherman knocked the bottom out of one plank of the old platform, while the clefts in Vermont and Maine knocked the balance into splinters that were used to light the bonfires of freedom from Maine to California. Shortly after the New York platform was adopted, Wade Hampton made a speech at Baltimore in which it was asserted that the rebels, by the success of that platform, would gain what they had lost, but by and by came the Vermont followed by the Maine election, and the entire platform is pretty near in splinters now, the last cent of the Democratic party North, allied with the rebels South.

In the Chicago Convention, there were some rebels, such as Brown, of Georgia, but the difference is that they were repentant rebels! If the whole South, Wade Hampton and all, could get together in one great camp-meeting, and sing the first two verses of that familiar hymn, "Show pity Lord, oh Lord forgive," we should join them in such a love-feast as was never witnessed; we would kill the fatted calf in earnest, and some of us would go in for the music and dancing.

The national debt was spoken of as a great grievance; the debt and taxes.—How could it be otherwise, after the war? But the men who made the rebellion were responsible for the debt. In 1860 we were just recovering from the financial crisis of 1857, during which there were in Pennsylvania 560 failures, involving money to the amount of 24 millions. The rebellion came in 1861, and there occurred during that year, 570 failures, involving money to the amount of 24 millions; the act of the rebel Government that year consigned 300 millions owing from the South to the North, of which the proportion of Pennsylvania was about 32 millions. During the war the Northern States took from the productive industry of their population over two millions of men, who became not only consumers but destroyers of produce, and is it not one of the most marvelous things ever shown by the world's history, that we are able to go on with the ordinary industrial pursuits of the country, in such a way that there is no distress or want, but on the contrary, work plenty, at good wages? Before the administration of Buchanan closed, 10 millions of a loan was offered by the Secretary of the Treasury, and only 7 millions were taken at 11 per cent.; afterward 5 millions more were put in market and only one-half of it taken at 85 cents on the dollar. During the terrible campaign of 1863 and 1865, the same men now making clamor about the debt, were trying to induce the people not to touch the bonds of the Government, and saying that it would require a cord of greenbacks to buy a cord of wood. Taking all these things together, it was a God's mercy that the country did not sink into bankruptcy and ruin the next day after the war closed.

The issue of the debt is not now before the country. The first of the debt matures in 1881, the next 1882. That is the time the Government bound itself to pay, although obtained in five or ten years.—These bonds are issued by the Government for the purpose of raising money to carry on the war, the interest of some of them payable in gold, and the principal and interest of others. The right to borrow money is given by the Constitution. They raise the quarrel now, long before the bonds are due; whether we shall pay them in gold or greenbacks, when we have not got either. The law limits the issue of greenbacks to four hundred millions, and no more can be issued without another act of Congress; we have not the gold, and the legal tenders are not issued, and it would trouble the arithmetic of these men to pay \$2,500,000,000, of bonds with \$400,000,000 of greenbacks. The Democratic platform says, where the law does not say they are payable in gold they should be paid in lawful money of the United States. What is the lawful money of the United States? According to Democratic doctrine, enunciated by Sunset Cox, at Brooklyn, it is the money that chinks. Here, then, the Democratic platform proposes to pay all those bonds in gold. Judge Woodward, he said, was placed in a position in that Convention from which none of his friends declared, when a candidate for Governor, that the legal tenders, issued by the Government, were not lawful money, and no man was bound to take them for a debt, and now that the bonds should be paid in the same currency he had pronounced unlawful. Pendleton and Vallandigham declared in Congress that they had no power to issue greenbacks. The Democratic party said that the greenbacks were issued in violation of the Constitution. This was their whole cry during the war, and now, in order to issue greenbacks enough to take up these bonds, the party must do the same thing it has been doing all the time. They are thus proposing to pay off bonds which they made payable in gold, by giving notes which they say the Government has no power to issue at all, thus getting rid of all the claims of the widows and orphans of our deceased soldiers and of the entire National debt by the issue of an unconstitutional currency.

We say pay these bonds when they become due, and when Grant and Colfax take the Presidential and Vice Presidential chairs, as they will, then will follow a career of peace and prosperity that will make the greenbacks by that time as good as gold.

Upon this financial question we are in as much danger of war as upon the question of reconstruction. We had during the war one hundred million dollars' worth of property destroyed by the Alabama, commanded by the pirate Semmes, who lighted up the ocean with the flames of our burning merchantmen, and who is now an ardent supporter of Seymour and Blair, and against Grant—for which we have been presenting our claims to England, and which will be paid. We have millions of bonds in the hands of the German people, and if a Democratic administration should ever take up the obligations of our Government to them by giving them an irredeemable promise to pay, would not the Prussian Government be as justifiable in protecting the rights of its citizens as we are ours? And if a Democratic administration should undertake to carry out this idea, there would be just as much danger of Prussia taking that ground as there is now from the question of reconstruction; and more, because, we have the rebels a little nearer to home, and the

same men have been once whipped by a little man called Grant.

It has been said that the poor man pays the rich man's taxes. Is that true? And if so, where, and how? You all pay taxes, and where does the poor man pay the taxes of the rich man? What State tax do you pay on real estate? None. A Republican Legislature took off the taxes from real estate, and imposed them upon railroad and telegraph companies, bank stock, &c. The poor man surely does not pay the rich man's taxes. Come down to the county tax, and what do you pay on there? Real estate, money at interest, &c. Are not the poor man and the rich man taxed according to their property? In the borough taxes, the poor man and the rich man are taxed on the property they own, and pay alike. Now, where does the poor man pay the rich man's taxes? The National taxes are imposed on whisky, petroleum, manufactured articles, incomes, &c., not the necessities of life, and these taxes are imposed alike.—They say the poor man is taxed for all he eats and wears. Is not the rich man too? They say the bonds are not taxed. The income of the bonds, all over a thousand dollars, is taxed. They say the bondholder pays no local tax. The United States imposes this upon the interest of the bonds, but they say they should pay State taxes too. Now, the power does not exist to impose a State tax on United States securities, and there must have been one hundred men in that New York Convention that knew it. If the men who are clamoring for this in our county do not know it, they ought to be ashamed to confess it.

What do these men propose to do?—The fourth plank in their platform proposes equal taxation of every species of property, &c. That is, they propose to begin at the ground and tax every man for every dollar he has; and yet they tell you the poor man pays the rich man's taxes! This Democratic platform proposes to tax poor houses, churches, school houses, and every other property, according to its value. It is like the decree issued by Augustus Caesar to tax the whole world. They say the bonds locked in the National banks ought to pay tax. They are paying three per cent. to the State and General Government. How do they propose to tax the United States bonds by the State? Every man of common sense can see that it is not in the power of a State government to tax the National bonds. We had a Constitutional Amendment providing that our debt should be paid, and that the rebel debt should not, and while on its passage, every Democrat voted against its adoption, and the moment the Legislature of some of the States that had adopted it changed, they wiped out that amendment, saying that our debt should not be paid and the rebel debt should. Put in the hands of such a Legislature as that the power to tax the property of the General Government, and they would soon do so to such an extent as to blot out the whole.

Judge Woodward must surely hang his head in shame when he looks at the doctrines contained in that platform and then at the decisions of the Supreme Court, as rendered in 1819, 1824, and 1829, and of our own State in 1842 and others, no less than six decisions of the Supreme Court of the United States, and one in the Supreme Court of our own State against taxing United States securities or the salary of United States officers, and yet in the face of all this they are clamoring because there is no State tax on Government bonds.—How much road tax and school tax do these United States bonds pay they say. How do you propose to get your school tax and road tax from them, over six decisions of the United States Supreme Court, and one of your own State?

By applying your own doctrine to your own platform, it is a cheat and a lie, and you can make nothing else out of it.—If any man can reconcile it with good morals let him do it. The United States, according to a clause in the Constitution, has made a contract with its bondholder, that they will not permit State or local taxation, and yet you want the Government to violate that contract and that clause of the Constitution. This is like the subterfuges resorted to in the rebellion, and is bound to go down with the rebellion.

The division of the road between Hollidaysburg and Johnstown was completed about 1836. Upon this length was one fine viaduct built of stone, and with one semi-circular arch of 80 feet. The rail level was 70 feet above the water, and it was constructed at a cost of £11,000. The mountain summit was reached by five inclined planes and intermediate levels, a similar number having been constructed for the descent on the western side. The length of the first plane on the eastern side was 1,608 ft., with a rise of 150 ft., and succeeded by a level part, which lay through a tunnel 900 ft. long, blasted out of the limestone rock. The second plane was reached by a level of 14 miles in length, on which was the stone viaduct before alluded to; this plane was 1,760 ft. long, with a rise of about 1 in 13. The third plane had a length of 1,480 ft., with a grade of nearly 1 in 11. The fourth plane was 2,196 ft. in length, rising 188 feet. The fifth plane was 2,629 ft., with a rise of 200 ft. in its length. From Johnstown westward, the traffic was conducted by canals. This line was called the Portage Railroad.

The Pennsylvania Railroad.

Eight hundred and twenty-three miles separate Philadelphia from the great inland port of Chicago, and nine hundred and ninety-eight lie between the Pennsylvania capital and the Mississippi river town of St. Louis, with which it is connected by four different railways, whilst the great through route between the two former places is formed of two railroads—the Pennsylvania Central, and the Pittsburgh, Fort Wayne and Chicago, which has a joint terminal station at the former place with the first named line; so that only one change of carriages is necessary in traveling the entire distance; that change being effected under one station roof.

The Pennsylvania Central railroad is one of the best constructed, equipped and organized lines in the States. Its formation presented formidable difficulties to the engineer, and its course lies through a region rich with the mineral wealth of iron and coal, which crop out upon the hill sides, and show sectional seams in the deep cuttings through which the railway in part takes its way. Speaking broadly, the line of route from Middletown, ninety-six miles west of Philadelphia, follows the course of the Susquehanna and its tributaries, the Juniata and little Juniata rivers, to their source on the east side of the Allegheny range of mountains, which the railway ascends to a height of 2,276 feet, descending on the other side to follow for fifty miles the channel of the western watershed, which, under the title of the Conemaugh, effects a junction with the Allegheny river, and helps to swell the flood of the Ohio, fifty-five miles beyond, at the Pittsburgh peninsula.

The entire length of the Pennsylvania Central Railway is 355 miles; it was commenced thirty-seven years ago under the title of the Philadelphia and Columbia railway, the terminus of which was on the east bank of the Susquehanna, and where the passengers and freight were received on board canal boats, and carried westward by the extensive canal system, which was at that time in active operation. This road crossed the Schuylkill river at Philadelphia, on a timber viaduct 984 feet long, 50 feet wide, and 28 feet above the water level. It then ascended an inclined plane, with a grade of one in fifteen, worked by a stationary engine of sixty horse-power; this plane was 935 yards long, with a rise of 187 feet. The nature of the country for the whole length of the line necessitated steep gradients and heavy works, for the first 69 miles, which brought the railway to Lancaster; the inclinations varied between 1 in 110 and 1 in 150, which were heavy grades in that early period of railway construction. Some of the cuttings on the road were forty feet in depth, and one embankment was eighty feet high.—The road entered its terminal station at Columbia by an inclined plane 1,800 feet long, and rising ninety feet, also worked by a stationary engine.

Another division from Hollidaysburg at the foot of the Alleghenies, on the eastern side, to Johnstown, thirty-seven miles distant, crossed the mountain summit at an elevation of 2,620 feet above the sea level. Johnstown was originally the point of shipment for iron brought from the neighboring mines in the Juniata district, and floated in flat boats down the Conemaugh. It lies at the junction of the Western Division of the Pennsylvania Canal and the Portage railway, at the Point where a tributary flows into the Conemaugh river.—Both these streams penetrate a country rich in coal and iron, and this mineral wealth has given to Johnstown extensive blast furnaces, iron works and other industrial manufactures. The Cambria Iron works is one of the largest establishments in America. They occupy an area of about 25,000 acres, and are situated in a narrow valley, where the richest deposits of iron ore, bituminous coal, fire-clay and limestone lie in strata contiguous to each other. The principal vein of carbonate of iron, adjoining the furnaces and rolling mills, lies over the coal measures, about 200 feet above the bed of the Conemaugh, and 60 ft. above the top of the furnaces.

The division of the road between Hollidaysburg and Johnstown was completed about 1836. Upon this length was one fine viaduct built of stone, and with one semi-circular arch of 80 feet. The rail level was 70 feet above the water, and it was constructed at a cost of £11,000.

The mountain summit was reached by five inclined planes and intermediate levels, a similar number having been constructed for the descent on the western side. The length of the first plane on the eastern side was 1,608 ft., with a rise of 150 ft., and succeeded by a level part, which lay through a tunnel 900 ft. long, blasted out of the limestone rock. The second plane was reached by a level of 14 miles in length, on which was the stone viaduct before alluded to; this plane was 1,760 ft. long, with a rise of about 1 in 13. The third plane had a length of 1,480 ft., with a grade of nearly 1 in 11. The fourth plane was 2,196 ft. in length, rising 188 feet. The fifth plane was 2,629 ft., with a rise of 200 ft. in its length. From Johnstown westward, the traffic was conducted by canals. This line was called the Portage Railroad.

But with the growth of western cities, the development of their trade, and the natural resources, a far more rapid means of communication with the coast was necessary, and this the Pennsylvania Central railroad company set themselves to supply.

On the 1st of September, 1848, sixty-one miles of line were constructed from Harrisburg, the capital town of the State, westward, and a new line was constructed from Lancaster to the former place, commencing by a junction at Lancaster with the original Philadelphia and Columbia road, which was extended beyond its original terminus, along the east bank of the Susquehanna, until it joined the Lancaster and Harrisburg Railway, as a loop line, at Middletown. The delay incurred in surmounting the Allegheny summit by means of the inclined planes formed an impediment to the development of the line, which it was found necessary to overcome by crossing the mountain by a more favorable route, and at a lower level, the highest gradient being laid through a tunnel of considerable length. To this end, the new line was located, in 1849, from Altoona at the foot, to the summit of the mountain, a distance of twelve miles and a quarter, with a maximum gradient of 84 feet 6 inches to the mile. On the western side, the ruling inclination is 50 feet to the mile. This new line is in the immediate vicinity of the old Portage Railroad, which it crosses five times by bridges, and once upon a level. The end of 1851 found the Pennsylvania Railroad in operation as far as Hollidaysburg, where it worked over the inclined planes of the then existing Portage road, and several of the westward sections to Pittsburgh were completed, forming separate links of a connection between that place and Philadelphia. On the western side of the Allegheny ascent, the construction of the new line was so far advanced that the use of two of the stationary engine-worked inclined planes were dispensed with, and the whole of the grading of the mountain division was in hand. The summit tunnel was commenced at each end, and at four shafts. This part of the work was completed in 1853, and the through line opened for traffic on the 15th of February, 1854. This tunnel was the most formidable work upon the line; its length is 3,570 feet; its width, 24 feet; and the height, 22 feet.

The level of rails are two hundred and ten feet below the summit of the mountain. Of the four shafts one was thirteen feet in diameter, and the other three ten feet wide. The deepest was one hundred and ninety-four, one hundred and fifty-four, and one hundred and fifty feet respectively. The rocks were found to be the nearly horizontal strata of the coal measures, the tunnel in great part lying along a bed of fire clay, which, though easily excavated, gave great subsequent trouble in properly securing the sides and roof, the whole of which are lined with brick. During the progress of the works great difficulty was encountered from the large quantities of water met with, which rendered incessant pumping necessary.—At the middle shaft a fifty horse power engine was stationed during the whole progress of the work. The tunnel was completed in two years at a cost of £90,000. The unyielding nature of the material exposed, on opening out the eastern end of the tunnel, rendered it necessary to increase the gradient upon that side of the mountain from 92 feet per mile to 1 in 55, on straight lines, and 1 in 65 on the curves of minimum radius. This arrangement reduced the length of the tunnel to 3,570 feet, and the maximum gradient to 91 miles in length, commencing about 1 1/2 miles west of Altoona and extending to the east side of the tunnel mouth, overcoming in that distance a rise of 396 feet, equal to an average gradient of 1 in 57.75 or 91 6-10 per mile. The maximum gradient on the western side of the Alleghenies is continued through the tunnel, as it was considered possible that it may prove convenient to work that ascent with a stationary engine instead of auxiliary locomotives.

Do you want Peace? Vote for Grant and Colfax.