

**THE IMPORTANCE OF
IN RAILWAY OF**

There is no improvement that we have made than the adoption of the plan that gave birth to the great and influence of W. John T. Clark, in the advocate the general element of economy, efficiency, and what they say upon it worthy of attention:

A magnetic telegraph, especially by the company, adjusted for every railway, great safety which it affords the economy which it effects, running trains, should be favorable consideration of the practical working of this exhibited upon the New York where it has been in use since its commencement testimony of all of the tendants of that road, it has saved its cost every year. The mode of there will therefore be described plifing its universal applicability.

An operator is employed on every station, and at the most important, there are day and night operators. The men placed so as to have a fair view of the track, are required to note the exact time of the arrival, departure or passage of every train, and to transmit the same by telegraph to the proper officer. On each division (of about one hundred miles) there is an officer who is called a "train dispatcher," whose duty is to constantly keep him a memorandum of the position of every train upon his division, as ascertained by the telegraphic reports from the several stations.

The trains are run upon this road, in the same manner as upon all other roads, by printed time-tables and regulations. When they become deranged, the telegraph is then used to disentangle and move them forward. When trains upon any part of the road are delayed, the fact is immediately communicated to the nearest station, and thence by telegraph to every station on the road. Approaching trains are thus warned of the danger, and accidents from this cause are prevented. When one or more of the trains, from any general cause like that of snow, storms, etc., have been retarded, and are likely to produce delays in the other trains, the train dispatcher is authorized to move them forward by telegraph, under certain rules which have been arranged for that purpose.

Having before him a schedule of the time of the passage of each train at its station, he can determine its position at any desired moment with sufficient accuracy for his present purpose, and can adopt the best means of extricating the delayed trains, and of regulating the movement of all so as to avoid any danger of collision or further entanglement. He then telegraphs to such stations as are necessary, giving orders to some trains to lay over for a certain period until certain trains have passed, and to others to proceed to certain stations and there await further orders.

To prevent any error or misunderstanding between the dispatcher and the conductors of the trains, he is required to write his order in the telegraph operator's book; the operator who receives the message is required to enter it upon his book, and to file up two printed copies, one of which he hands to the conductor of the train and the other to the engineer. The dispatcher then transmits a message to the conductor, asking him the question "How do you understand my message?" to which the conductor is required to reply, repeating the substance of the message, but in other words, to detect any error which may have been made by the operator. When the dispatcher has received this reply, he returns the message "All right, go ahead," and until this final message is received, no train can be moved on the road by telegraph.

Although from this description of the process of directing the movements of a train, it may appear that it is a very complicated and yet in practice it takes but a few minutes, by using abbreviations, such as substituting certain letters and numbers for the names of stations, trains and the ordinary questions and answers.

In this way, if a passenger train is delayed an hour or more, all of the freight trains which would be held by it at the several stations under the general rules, are moved forward to such other passing place as they are certain to reach before the delayed train would overtake them; and thus it frequently happens that, in a single day, the trains, which would otherwise be delayed, are moved forward by telegraph a distance equivalent to the use of two or three engines and trains—*American Railway Times*.

PARFUMES AS PREVENTIVES OF MOULDLING.—Moulndling is occasioned by the growth of minute vegetation. Ink paste, leather and seeds most frequently suffer by it. A clove will preserve ink; any essential oil answers equally well. Leather may be kept free from mould by the same substances. Thus, Russia leather, which is perfumed with the tar of birch, never becomes mouldy; indeed, it prevents it occurring in other bodies. A few drops of any essential oil will keep books entirely free from it. For harness, oil of turpentine is recommended. Alum and resin are used to preserve bookbinding, etc., but ineffectually; oil of turpentine succeeds better; but, by small quantities of oil of peppermint, anise, or cassia, paste has been preserved for several years. Dr. Macneill recommends the addition to the flour and water of some brown sugar and a little corrosive sulphate; the sugar keeping it flexible when dry, and the sulphate preventing it from fermenting, and being attacked by insects. A few drops of any of the essential oils may be added to the paste when it is made. It dries when exposed to the air, and may be used by merely wetting it. Seeds may also be preserved by the essential oils; and this is of great consequence when they are sent to a distance. Of course, moisture must be excluded as much as possible, as the oil of either prevent only the bad effects of mould.—*Family Friend*.

HENRY BAUMGARDNER, JOHN J. COCHRAN, Oct. 15, 1856.—3t.

DISOLUTION.
The co-partnership heretofore existing between the undersigned as the firm of "Sheaf & Black" is this day dissolved by mutual consent. All persons indebted to the said firm of Sheaf & Black will make payment to John A. Sheaf Lancaster, Penna., and all persons having claims against the said firm will present them to the same for settlement.

J. A. SHEAFF.
THOS. BLACK.

Lancaster, Oct. 18, 1856.—3t.

PHILLY WATCHES.—A few double case English Silver Watches, for sale at very low prices by D. B. MASSEY.

Sunday, April 12, 1856.

MANN'S LETTER PRESSES, with books, ink, and all complete, just received, and for sale by H. B. MASSEY.

Sunday, June 4, 1856.

TOOLS FOR MACHINISTS, CARPENTERS, &c., &c. Beatty's edge tools, planes and bench screws for sale by E. Y. BRIGHT & SON.

May 31, 1856.

HARD WEATHER IN NEW YORK.—The snow last Friday was so heavy on Western New York railroads, as to bring snow-ploughs into use.

St. Paul, Minnesota.—By a census recently taken, the population of this city amounts to 9,773 souls. The Pioneer and Democrat voices for its accuracy.

THE NUMBER OF VOTERS.—The whole white male population of the United States, for instances, over 21 years of age, and to be presented, to vote, is about 5,100,000, and yet the votes cast at a Presidential election seldom exceed 3,100,000, leaving 2,000,000 of inhabitants who do not use their franchise. In the State of New York in 1852, the voting population exceeded 800,000, yet the votes returned did not much exceed 500,000. In Massachusetts the white males over twenty-one are nearly 300,000, and yet the vote in 1852 was only 123,000, showing that nearly two-thirds of the adult population, for some cause or other, had stayed away from the polls. And the proportion is nearly as great in several other States.

NEW HAIR RESTORE.—The discoverer says, "Use brandy externally until the hair grows, and then take it internally to clinch the roots."

On Tuesday night last snow fell in Sunbury, Va., to the depth of three inches. In Liberty, Bedford co., and Christiansburg, Montgomery, the same indication of winter appeared.

New Advertisements.

FREMONT,

THE MUSTANG CANDIDATE.

Col. Fremont had as many friends as the Mustang Liniment, the opposition could not find a corporal guard. Mr. Fremont remarks, "I despatches to President Fillmore, while in, bringing horses and cattle over the plains of Mexico." If the Government would send on Mexico, supply of Mustang Liniment, it would be a total loss of our losses." This is very exact 25 per cent for all farms and Livermen to import. Mustang Liniment is a wonderful article for man, Sledgings, stiff joints, Bone, Bruises, Rheum, sciatic Pains, &c., and for Galls, Sprains, Spasms, &c. Beware of imitators.

ARNEYS & PARK,

Proprietors, New York.

Oct. 18, 1856.—1f.

WHAT C

BOOKS by T. S. Arthur, is having an immense success. It will be well to see it. It will be found Mr. Arthur's views on the

WOMAN'S RIGHTS,

and what she can do as a sister wife and mother. Specimens copies sent by mail on receipt of the price, \$1.00.

J. W. BRADLEY,

Publisher, 48 North 4th street, Philadelphia, Pa.

Oct. 18, 1856.—

PLATFROM SCAL-LES.

FOR every description, suitable for railroads &c., for weighing Hay, Coal, Grain, & merchandise generally. Purchaser can make very scale is guaranteed correct, and if after trial, not found satisfactory can be returned.

Factory at the Old Stand, established for more than twenty years corner of Ninth and Melon streets, Philadelphia.

ABBOTT & CO.

Successors to Ellicott & Abbott, Philadelphia, Sept. 13, 1856.—2f.

Oct. 18, 1856.—

PROTESSORS!

FRESH from Baltimore every Morning. **VANDYE AND VANDENEKER,** Nortumberland Pa., Will furnish Restaurants and private families Superior Baltimore Oysters, by the bushel or can. All orders promptly attended to on the shortest notice.

JAMES VANDYE,

JOSEPH VANDENEKER,

Oct. 18, 1856.—1f.

PUBLIC SALE.

SHAMOKIN TOWN LOTS. There will be sold at Public Sale, at the house of William M. Wooster in the town of Shamokin on SATURDAY, November 18, 1856, at 2 o'clock P. M., the following lots in the town of Shamokin, Northumberland county, Pa.

Block 13 Lot 5 Block 26 Lot 5
" 14 " 3 " 58 " 4
" 23 " 4 " 82 " 8
" 25 " 8 " 83 " 2
" 26 " 3 " 84 " 1
" 27 " 5 " 86 " 8
" 28 " 7 " 90 " 6
" 29 " 2 " 88 " 11
" 30 " 6 " 102 " 4
" 31 " 11 " 103 " 9
" 33 " 5 " 107 " 3
" 34 " 4 " 108 " 3
" 35 " 13 " 109 " 2
" 36 " 1 " 110 " 10 & 12
" 37 " 11 " 111 " 8
" 38 " 6 " 117 " 6
" 39 " 1 " 121 " 6
" 40 " 2 & 6 " 122 " 1
" 41 " 3 " 124 " 4
" 42 " 3 " 125 " 1
" 43 " 2 " 166 " 124
" 44 " 2 " 182 " 137

Terms of sale are \$20 payment on the purchase of the lot.

One quarter of bal. payable April 1, 1857. do do do do 1858.
do do do do 1859.
do do do do 1860.

With Interest.

The Town of Shamokin is pleasantly situated at the outlet of the Shamokin Coal Region on the Philadelphia and Sunbury Railroad, 26 miles from Pottsville, 29 miles from Sunbury and Northumberland, 121 miles from Philadelphia, and 132 miles from Elmira. It is the principal town in this Coal Region, and a good chance is hereby offered for investment.

For further particulars enquire of C. W. Peal, at Shamokin. The lots are staked off and can be examined at any time previous to day of sale.

HENRY BAUMGARDNER.

JOHN J. COCHRAN.

Oct. 15, 1856.—3t.

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J. A. SHEAFF.

THOS. BLACK.

Lancaster, Oct. 18, 1856.—3t.

NOTICE.

NOTICE is hereby given that Joseph Bound, Esq., committee de l'Amicale of Jacob Burger, has filed his accounts in the Prothonotary's office, and that it will be presented to the next court for confirmation.

Bargains at the Old Stand.

FRILING & GRANT

ARE now opening a new and very desirable stock of Spring and Summer Goods, embracing an endless variety. Their stock consists in part of

Black & Fancy Broadcloths & Cassimeres,

Summer Wares for men and boys, all styles and

prices.

DRESS GOODS.

SILKS—Plain and Figured Black.

An assortment of Plain Stripe and Figured Fan-

dry Dress Silks at unusually low prices.

Shelley, Brass, Breeches, Laundry, Mus-

lin, Lawns, &c.

GINGHAM— from 6¢ to 25 cents per yard.

CALICOES— 3 " 12 "

WHITE GOODS.

Cambrie, Jaquem, Swiss, Taffeta, Mille, Bob-

bin, French and Swiss Lace, Edgings, &c.

Brown and Bleached Muslins, Drapings, Ticks,

Checks, Towlings, Table Diapers, &c.

GROCERIES.

HARDWARE and QUEENSWARE.

Cedar-ware, Hollow-ware, Iron, Steel, Plaster

Satin and Fish.

DRUGS and MEDICINES.

Thankful for your favors, we hope by strict

attention and a desire to please, still to meet with

the approval of our friends.

E. T. COMPANY produce of all kinds taken at the highest market price.

W. H. BRADLEY, Proprietor.

1856.

September 1, 1856.

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