

TERMS OF THE "AMERICAN."  
H. B. MASSER, PUBLISHER AND  
JOSEPH EISELY, PROPRIETOR.  
H. B. MASSER, Editor.  
Office in Centre Alley, in the rear of H. B. Mas-  
ser's Store.

THE "AMERICAN" is published every Satur-  
day at TWO DOLLARS per annum to be  
paid half yearly in advance. No paper discon-  
tinued till all arrearages are paid.  
No subscriptions received for a less period than  
SIX MONTHS. All communications or letters on  
business relating to the office, to insure attention,  
must be POST PAID.

## Come and See. NEW GOODS. Cheap for Cash or Coun- try Produce.

H. B. MASSER has just received an assort-  
ment of New Goods, which he will sell at  
the lowest prices, for cash or Country Produce.  
Persons are invited to call and judge for  
themselves.  
Best Rio Coffee for 12 1/2 cents. Good do. for  
10, and other articles in proportion.  
Sunbury, May 25, 1844.

To Country Merchants.  
Boots, Shoes, Bonnets, Leghorns and  
Palm Leaf Hats.  
G. W. & L. B. TAYLOR,  
at the S. E. corner of Market and Fifth Sts.,  
PHILADELPHIA.  
OFFER for sale an extensive assortment of the  
above articles, all of which they sell at uncom-  
monly low prices, and particularly invite the atten-  
tion of buyers visiting the city, to an examination of  
their stock. G. W. & L. B. TAYLOR.  
Philadelphia, May 25, 1844.—17

Notice.  
THOSE persons having demands against the  
Commonwealth for labor performed or materi-  
als furnished for the repairs of the  
North Branch Canal,  
prior to the 31st day of January, 1844, who have  
not handed to the subscriber an account of the  
same, are requested to do so at the earliest possible  
moment, in order that they may be put in form for  
settlement, as soon as the fund appropriated for the  
payment of old debts can be obtained.  
Those living at a distance are requested to forward  
by mail or otherwise, W. R. MAPETT,  
Wilkesbarre, May 11, 1844.—17 Supervisor.

REMOVAL.  
DOCTOR J. B. MASSER,  
RESPECTFULLY informs the citi-  
zens of Sunbury and its vicinity, that  
he has removed his office to the white  
building in Market Square, east of Ira  
T. Clement's store, and immediately opposite the  
post office, where he will be happy to receive calls  
in the line of his profession.  
Sunbury, May 4th, 1844.

DAVID EVANS'  
Patent Fire and Thief Proof Iron  
Chests, Slate lined Refrigerators,  
with Filters attached when  
required.  
EVANS & WATSON,  
No. 76 South Third St., opposite the Exchange,  
PHILADELPHIA.

MANUFACTURE and  
keep for sale DAVID EVANS'  
Patented Water and Provi-  
sion C. Chests, and Patent Pre-  
mium Fire and Thief Proof Iron  
Chests, for preserving  
Books, Papers, &c. &c. &c. Gold, Silver, &c. &c. made  
of Bull Iron, (and not over Plank as many five  
out of every one hundred now in use, and for sale  
at half price) with first rate Locks and David Evans'  
Patent Keel-holes, similar to the one exhibi-  
ted at the Philadelphia Exchange, for three months  
in the summer of 1842, when all the Keys were at  
liberty to be used, and the Chest not opened, al-  
though the experiment was tried by at least 1500  
persons. One of the same Locks was tried by  
Robbers, at the Delaware Canal Office, in Walnut  
street, above Third, and it cost nothing.  
Hunting, Michigan, Iron, Brass, superior  
Locks, and all kinds of Iron, Brass, Steel and Cu-  
per Presses, and Steamwork generally, on hand  
or manufactured at the shortest notice.

CAUTION.—I do hereby caution all per-  
sons against making, using, selling, or causing to  
be sold, any Keyhole Covers for Fire Proof Chests,  
or Doors, of any kind similar in principle to my  
Patent, of 10th July, 1841, and also against fitting  
Refrigerators with State, for which my Patent is  
dated 26th March 1844, as any infringement will be  
dealt with according to law.  
DAVID EVANS.  
Philadelphia, April 13, 1844.—17

## Boot & Shoe MAKING.

BECK & BROSTERS  
WOULD inform their friends and the public  
generally, that they have commenced the  
above business in all its various branches, in the  
shop lately occupied by N. A. Bryant as a watch-  
maker shop, at the Red Lion Hotel, in Market  
street, Sunbury, where they are prepared to exe-  
cute all orders in their line, with  
PROMPTNESS AND DESPATCH.  
They hope, by strict attention to business, mod-  
erate charges, and the durability of their work, to  
merit and receive a share of the public patronage.  
Sunbury, March 30th, 1844.—17

FORESTVILLE  
BRASS EIGHT DAY CLOCKS.  
THE subscriber has just received, for sale, a few  
of the above celebrated Eight Day Clocks,  
which will be sold at very reduced prices, for cash.  
Also, superior 30 hour Clocks, of the best make  
and quality, which will be sold for cash, at \$4 50.  
Also, superior Brass 30 hour Clocks, at \$8 00.  
Dec. 2, 1843. H. B. MASSER.

WILLIAM J. MARTIN,  
ATTORNEY AT LAW,  
SUNBURY, PA.  
OFFICE, in the second story of the building oc-  
cupied by Dr. J. B. Masser, on Market street.  
Oct. 24, 1843.

A Threshing Machine for Sale.  
THE subscriber offers for sale a THRESHING  
MACHINE, new and in good order. The  
Machine has been tried, and proves to be an excel-  
lent one. It will be sold at a reduced price, and  
warranted. Apply to H. B. MASSER,  
July 1st, 1843.

# SUNBURY AMERICAN.

## AND SHAMOKIN JOURNAL.

Absolute acquiescence in the decisions of the majority, the vital principle of Republics, from which there is no appeal but to force, the vital principle and immediate parent of despotism.—JEFFERSON.

By Masser & Eiseley.

Sunbury, Northumberland Co. Pa. Saturday, Oct. 3, 1844.

Vol. 5—No. 2—Whole No. 210.

From the Phila. Public Ledger.  
SALE OF THE PUBLIC WORKS.

By a law passed at the last session of the Le-  
gislation, the fearful responsibility of deciding  
the fate of the Public Works rests with the  
people at the ensuing election. This is a very  
important consideration for the tax-payers of  
Pennsylvania; for by the proper management  
of those in favor of disposing of them, and the  
negligence and carelessness of those opposed to  
such a measure, it might be possible that our  
canals and railroads would pass out of our pos-  
session, like snow in the sunshine, and leave  
our debts still unpaid.

There is a set of individuals, who were main-  
ly instrumental in saddling us with this heavy  
debt, and enriched themselves by the operation,  
who are now ready to oblige the dear people  
again, by taking the improvements off their  
hands, provided they (the people) will let them  
have them at their own price.

These first questions, and the really impor-  
tant questions to be asked in this matter, is—  
Can the Public Works be sold for a fair price,  
a price that will secure the tax-payers that the  
debt will be proportionally diminished? And se-  
condly, should they be sold, will it be a public  
benefit or a private benefit? And thirdly, are  
our improvements valuable, and can they be  
used to produce the interests of our debts.

These are inquiries which, as a practical  
transporting merchant, I may be allowed to  
make some general demonstration of my views  
upon through the columns of your valuable and  
widely circulated sheet. Unable as I acknowl-  
edge myself for the task, I trust that the sug-  
gestions here thrown out may enlist a more able  
pen than mine in behalf of the interests of the  
State, and to treat the subject with that impor-  
tance and regard which it so richly merits.

I cannot believe that it really was the in-  
tention of the Legislature to have the Public  
Works sold, when at the same time they increas-  
ed the State tax; but on the contrary, it evi-  
dently was the intention at least of a portion of  
the members to connect these bills, and by that  
means induce those who were seriously in fa-  
vor of the Public Works to vote for the tax bill.  
If they really desired to have the works sold, I  
cannot understand why it was that they increas-  
ed the State tax, which, instead of decreasing,  
would increase the value of State stock, and by  
this means materially retard the sale of the  
works. As the works when sold will be re-  
quired to be paid for in stock, it would seem but  
common sense to suppose that the lower the  
price of the stock the more ready the sale would  
be effected. But in the action of our Legisla-  
ture this glaring inconsistency is but too mani-  
fest—for with one vote they tacitly approve a  
measure and at the same time remove the means  
by which such measure can be accomplished.

Had the stock been down to forty dollars per  
share as it was during last fall, and as it would  
have been this had the tax bill not have passed,  
there is no doubt the holders of such stock would  
have gladly taken an interest in the sale of the  
main line and the State debt been reduced  
twenty millions, while the purchaser would  
have paid not quite ten millions of dollars for  
twenty millions of property. Here would in-  
deed have been an investment worth having.  
But that day has gone by. The increase of  
State tax has raised the State stock from forty  
to seventy-five dollars, and the holders, like all  
prudent men, would prefer the honor of the good  
old Commonwealth of Pennsylvania, with a reason-  
able prospect of the stock rising to par, than  
invest their hands of (at best) a doubtful concern.

It has been ascertained at Harrisburg that  
the bulk of the State stock in this country and  
in Europe is held by persons out of business,  
who keep it as a safe investment, and those per-  
sons, rest assured, will not purchase stock in a  
company when they are receiving interest on  
every hundred dollars at par from the State, and  
in case of emergency, have the whole Common-  
wealth for security.

We can therefore not reasonably expect to  
sell the main line of improvements without a  
great sacrifice. These works are daily becom-  
ing more valuable, and I can see no reason  
why we should kill the goose to obtain the golden  
egg, which, with a little patience, we will  
receive, and still preserve the goose to give us  
many more. The heavy bills for repairs, that  
eat up all the profits, are now materially dimi-  
nished; the banks of the canals, have now be-  
come compact and settled firmly, and are con-  
sequently not so subject to being damaged by  
sudden risings of the water as formerly; the in-  
crease of business, aided by experience, has  
pointed out many ways for economizing, which  
will continue, and from time to time be added  
to, and make a very important increase in  
the amount of the tolls received into the State  
Treasury. This opinion is strengthened by the  
very favorable reports from the different Collec-  
tors for this year. I consider the main line of  
improvements worth an hundred per cent more  
than they were five years ago, and are every  
year becoming more and more valuable.

If a proper course is pursued by our Legisla-  
ture and Canal Commissioners, the State tax can  
be so reduced that in another year the income  
from the main line will nearly if not wholly  
pay the interest on the State debt. There is,  
however, great danger to be feared in case a  
majority of votes should be found in favor of  
selling the works, that a company would induce  
the Legislature to pass them into their hands  
without limit, or at a small advance; and thus  
the public for whose use the works were con-  
structed would not receive any immediate or  
final benefit. Under all these circumstances, I  
think it would be better to vote against their  
sale at the ensuing election, and endeavor to  
lay before the Legislature some plan by which  
they may in future be made more profitable.  
That this can be done, I have not the slightest  
doubt, to suggest which shall be the subject of  
my next communication. D.

The connecting link between New York and  
Boston with the West and the Mississippi val-  
ley, is by all odds in favor of the Main Line of  
improvements between Philadelphia and Pitts-  
burg, by several hundred miles. Not only in  
distance does the directness of the route lay in  
our favor, but also in regard to the expedition  
and safety with which merchandise or passen-  
gers may be at all times conveyed and at all  
seasons. There are at least two months in the  
year, one in the fall and one in the spring, that  
our line has the advantage; I mean those months  
when it is positively jeopardizing life, and ex-  
tremely dangerous to property, to venture upon  
the stormy and blustering lakes—and which  
must necessarily be encountered by those who  
now go by the New York line. Nature has  
done much for us in regard to the facility and  
safety with which we can carry passengers or  
freight; and it should therefore be our duty to  
make the most of her indulgence.

To do this, and to contend successfully with  
New York, we must carry goods as cheap as  
they do. How is this to be done? We will  
see. Every ton of goods carried from Philadel-  
phia to Pittsburg, cost the owner on an average  
eighteen dollars—of which the State receives,  
say nine dollars. This immense charge is suf-  
ficient to keep all goods off our improvements,  
and retain them in New York and Boston during  
the winter, and sometimes late in the spring,  
until the lakes are completely clear of ice, or  
drive them around by sea to New Orleans, and  
thence upon the Mississippi. We consequently  
lose, by reason of our exorbitant charges, at  
least two tons of goods out of every three—the  
same proportion in passengers—and very nearly  
all the emigrants. Now suppose we carry goods  
at twelve dollars a ton, and the State receives  
six dollars of that sum, (which the increase of  
business will readily warrant us in doing,) we  
will most assuredly transport three times as  
many goods as we now carry over our public  
works, and the State receive eighteen dollars,  
where she, under present existing arrange-  
ments, receives but nine. This would at all  
events be doubling the income due the State  
from her public works. Not only this, but by  
thus lowering our tolls one third, we would  
draw all the produce from the Ohio valley up  
to Pittsburg to find an Eastern market, that  
she now prevented from using our improve-  
ments, for the reason already stated.

So much in favor of the Main Line for carry-  
ing freight. Now, in relation to passengers,  
we are still more favored. The State at present,  
out of the ten dollars fare charged from  
Philadelphia to Pittsburg, receives about five  
dollars. If, therefore, she were to carry them  
herself, and charge in full but six dollars, there  
cannot be the least doubt but that in a very short  
time we would carry three passengers where  
we now carry one, and instead of receiving five  
dollars, as we now do, we would receive  
eighteen dollars. This would make a very  
handsome difference in the quarterly returns  
of the toll collectors—which, I have not the  
slightest doubt, could be so much increas-  
ed by proper perseverance, honesty, and good  
management, as to make a very respectable  
appearance on the credit side of the annual  
interest of our State debt.

But there is another source of revenue that  
could be made to arise from our public works,  
which has heretofore been almost entirely over-  
looked. I allude to emigrants. About nine-  
tenths of the emigrants that come to this coun-  
try arrive at New York, and pass over her pub-  
lic improvements by way of the Lakes of Mi-  
chigan, Illinois, Indiana and to Missouri. They  
can reach all these points much sooner and ea-  
sily by our line. To Pittsburg three hundred  
miles, to which place they should be taken for  
two dollars, instead of seven as now charged,  
and when at Pittsburg, they can go to St. Louis  
for two dollars, making but four dollars, and  
they can get there in at least half the time they  
can possibly reach Detroit by the New York  
line, without running any risk or danger what-  
ever. To facilitate this great balance of trade  
in our favor, (for it would eventually be a source  
of much revenue,) let the State provide cars  
and canal boats, and carry them, as I before

said, for two dollars, and in place of ten emi-  
grants now carried over our works, we would  
carry one hundred, and consequently, instead  
of receiving the forty dollars which the State  
now receives, she would receive two hundred  
dollars. The cars and boats used for the pur-  
pose could be made at small cost, in a strong  
and substantial manner; and as this living  
freight load and unload themselves, they would  
be no expense to the State on this account.

The carrying of emigrants is made a great  
business by the transportation lines of New York,  
and the better to carry it on, agencies are es-  
tablished in Havre, Liverpool, Bremen, London,  
Sherry, and all the principal shipping ports of  
Europe, from whence they are regularly con-  
signed as so much merchandise to Detroit; and  
to Detroit they must go, whether they desire to  
or not. Now if we desire to contend success-  
fully with our rival, New York, we must fight  
her with her own weapons; and it would there-  
fore be necessary that Pennsylvania should also  
be represented at these foreign ports, and in-  
stead, therefore, of having them consigned to  
Detroit and the northwestern section of our  
country, let them be consigned to Pittsburg,  
and from thence they might take their choice  
of the hundreds of thousands of acres of uncul-  
tivated land in our State, and those of Virginia  
and Ohio, or proceed at once to the Missis-  
sippi valley, by the route already alluded to.  
The benefit to our State would be therefore  
two-fold; first we would receive their money  
for their passage, and secondly, we would be en-  
riched by their settling and cultivating our un-  
settled territory, and becoming good citizens  
amongst us.

I am well aware that were the State to un-  
dertake the carrying of passengers and emi-  
grants, she would meet with the most uncom-  
promising opposition from the lordly companies  
who are now fattening on her very vitals, yet I  
fancy, under present circumstances, when she is  
in no condition to be generous, she should at  
least, to herself, be just.

The increase of expense to the State would  
be very trifling in comparison to the benefit she  
would receive; indeed, it would be very little  
above that which she is under at present. For  
it is well known that she now is compelled to  
employ a set of agents to watch over her inter-  
ests on the cars and boats, and as far as lock-  
keepers, toll collectors, &c., are concerned, they  
are also already sufficiently, Heaven knows, in  
the pay of the State to perform all the duties  
this increase of business would require of them.  
It would require no more labor to pass a full  
loaded boat through the locks, than one fourth  
loaded.

There has another opposition been raised  
against the Commonwealth carrying passengers  
and emigrants, when however it is better calcu-  
lated to operate on the minds of the politicians  
than on those of men who really have the best  
interests of the State at heart, and are accus-  
tomed to think and act for themselves—and that  
is, that the Commonwealth would be defend-  
ed by her agents, and her works be made a po-  
litical engine of great power. I would merely  
answer, that they would not have any more  
chance when we were doing all the business  
than they have now. Public abuses will al-  
ways regulate themselves, and as dishonesty  
is the one most to be dreaded in all public trans-  
actions—the result would soon be made mani-  
fest by the people electing a Board of Canal  
Commissioners who would be divided in politics,  
(which I think should be the case) and then this  
argument of the politicians would be success-  
fully met and overcome by the fact that our  
party would be so busy watching the other  
that the State would pass seat-free. "Set a  
rogue to catch a rogue," &c.

In conclusion it will be seen that by a small  
investment for railroads cars and canal boats, and  
by the Legislature giving proper directions to  
their Canal Commissioners, our main line of im-  
provements can be made in a very short time  
to pay the interest of our large debts, and in the  
course of time liquidate the principal. To ac-  
complish all this, it only requires honest and  
upright legislation, to make our line of improve-  
ments, the only finished one connecting the  
East with the West, the most valuable and im-  
portant in the Union. Did our more persev-  
ering and industrious brethren of the East pos-  
sess such a perfect, complete and important  
line of improvements, they would not be  
long in making it pay not only the interest but  
the principal also, and they would consider it  
equal to treason to their common interests and  
those of their State, to even whisper the idea of  
wresting them from them to enrich a select few,  
and to encourage a lordly monopoly in their  
midst. In this matter, let us at all events en-  
deavor to imitate them in spirit and in feeling.  
Let us for once throw aside all our political  
prejudices, and not listen to the sycophantic  
songs of those whose interest it is to blind us to our real  
interests; and by this means, and this alone,  
we can accomplish the desired object, and by  
holding fast to our splendid improvements, pre-  
serve the honor of the State, and, for all

time to come. To carry out the suggestions I  
have here loosely thrown together, but which  
have been the subject of much and anxious re-  
flection, and which I feel satisfied time will  
show to be founded upon correct premises, let  
every man on the second Tuesday of October  
vote against the sale of the public works. D.

### Infamous Forgery.

The United States Gazette of the 19th in-  
stant contained in a most conspicuous place, a  
terrible account of Slavery and Mr. Polk's al-  
leged connection therewith, which account  
the Gazette credited to "Koorback's Tour."

As Mr. Polk's humane treatment to the  
slaves was well known, the statement publish-  
ed in the United States Gazette was by many  
believed to have been recently manufactured  
for a market north of Mason and Dixon's line;  
and means were instantly taken to detect and  
expose the author of so gross a falsehood and  
fraud.

Suffice it to say, that no such work as  
"Koorback's Tour" has ever been heard of by  
any of our booksellers or librarians; and in the  
United States Gazette of the 21st inst. (in an  
obscure position,) the editor of that paper, ap-  
parently very reluctantly, gives a clue, which  
may lead to the detection and exposure of the  
scoundrels who were guilty of that infamous  
forgery.

We give that editor the benefit of the whole  
of his explanation, as follows, to wit—  
"In our paper of the 19th inst. was an  
extract from some Western paper, about Mr.  
Polk's purchasing and branding forty-three  
slaves. The piece is credited to Koorback's  
Tour." We think it proper to say, since the  
piece was copied, that we know nothing of Mr.  
Koorback, but that the whole of the extract  
may be found in Featherstonhaugh's travels;  
excepting the part printed in Capitals, about  
the slaves being purchased of Mr. Polk, and  
bearing the brand of his initials upon them."

Here is a precious confession—the piece was  
copied without credit. Mr. Koorback is not  
known to the editor, but Mr. Featherston-  
haugh's travels contain the whole of the ex-  
tract, excepting "that part printed in capitals,"  
which was interpolated by—somebody, and  
falsely credited to Koorback, to conceal the  
counterfeit. Truly the cause of Clay and his  
party must be forlorn indeed, when infamous  
and barefaced frauds are resorted to by his ad-  
vocates.

Mr. Polk and Mr. Clay, are nearly on the  
same footing as respects slavery—with this  
difference, that the slaves held by Mr. Polk,  
were received by descent from his own and  
Mrs. Polk's parents, those owned by Mr. Clay  
were purchased or bartered for by himself.

Our friends in the interior, are cautioned to  
be on their guard against similar or even worse  
frauds, by our opponents. It is reported on  
good authority that numerous tracts, pam-  
phlets, and newspapers, filled with falsehoods,  
have been prepared by the whigs in Kentucky,  
Tennessee, and Ohio, to be sent throughout  
this State, and no time as to prevent their re-  
futation before the election. We again say to  
our friends, be on your guard against more  
wily falsehoods and tergiverses.—Am. Sentinel

CARBON CONSUMED BY ANIMALS.—Most fir-  
mers have noticed the greater quantity of food  
required by animals when exposed to a cold at-  
mosphere, than when placed in one of moderate  
temperature. The true reason for this is that  
carbon is as necessary for the support of animal  
life and heat as for the support of flame; and  
the quantity of carbonaceous food which the an-  
imals require will always be in proportion to  
the degree of cold to which they are exposed.  
We find this principle well illustrated in some  
remarks made by Mr. Nesbit in a late speech  
before an agricultural association in England.

The same amount of heat is said to be gener-  
ated by the combustion of a pound of charcoal,  
whether it is rapidly consumed in oxygen, or  
by ordinary burning, as in the lungs of animals.  
A pound of charcoal, if made to give off an in-  
tense heat, might be consumed in one minute,  
while in the breathing of an animal a pound of  
charcoal would generally be consumed in 24  
hours. From this it is easy to understand how  
the Elements are able to eat 8 or 10 pounds  
of wick in a twinkling, and drink a gallon or two of  
train oil per day. A large amount of carbon is  
consumed in that cold climate in keeping up the  
animal heat of the body, which must be supplied  
by large quantities of food which contains  
carbon. In a warm climate proportionally less  
carbon is consumed in keeping up the animal  
heat, and less carbonaceous food is required.  
These facts should teach the necessity of keep-  
ing animals warm in winter.—Albany Culti-  
vator.

TO ORATORS AT PUBLIC MEETINGS.—Lord  
Bacon has given you this advice—let it be fol-  
lowed:

"Short Speeches fly about like darts; long  
and curious speeches are as fit for despatch as  
a robe mottled with a long train for a race."

PRICES OF ADVERTISING.  
1 square 1 insertion, . . . \$0 50  
1 do 2 do . . . 0 75  
1 do 3 do . . . 1 00  
Every subsequent insertion, . . . 0 25  
Yearly Advertisements: one column, \$85; half  
column, \$48; three squares, \$12; two squares, \$9;  
one square, \$5. Half-yearly: one column, \$48;  
half column, \$28; three squares, \$8; two squares,  
\$5; one square, \$3 50.  
Advertisements left without directions as to the  
length of time they are to be published, will be  
continued until ordered out, and charged accord-  
ingly.  
Sixteen lines make a square.

Mormon Anecdote.  
It is very common for Mormons, in working  
miracles, to practice in the following manner:  
"One goes out alone in the garb and with  
the appearance of a poor traveller; calls at the  
house of some country farmer at night, leaving  
some token by which those who are his con-  
federates may detect his whereabouts. Another  
one or more follows on and stops near by, so  
that in the morning he may soon reach the a-  
bode of the first traveller, to which place he  
proceeds about breakfast time, coming there  
just as his predecessor needs him. The first  
traveller, about day break, makes a piteous  
noise as one in deep distress, alarming the  
innates, and calling them around his bedside.  
For a while the sick man struggles with di-  
sease, and apparently dies in a fit. Just at that  
moment the second traveller enters—announc-  
ing himself a disciple of the Mormons, and declares  
it in his power to raise the dead to life.

A couple of these imposters went out on an  
excursion of this kind about two years or more  
since, and in the course of their travels called  
at a farm house near Genesee.—The forerunner  
called on the plain looking farmer and repre-  
sented himself as a traveller who was poor, yet  
on a merciful errand. The father was an honest  
hearted Methodist, making less show than  
some, but no less intelligent Christian, or  
shrewder than most men. The traveller joined  
with the family in their devotions, and talked  
of God and heaven as a Christian. No one  
suspected his hypocrisy.

About 4 o'clock in the morning the family  
were awakened by groans proceeding from the  
lodging room of the stranger. The farmer  
went into the room and was quite shocked to  
find his guest apparently in the most intense  
degree of pain. Many remedies were applied  
but of no effect; the sufferer grew worse every  
hour, until about 7 o'clock he appeared to show  
signs of death. Just at that moment a knock  
was heard at the door, and another stranger  
entered on its being opened.

The family were much frightened, and con-  
sequently much gratified with the arrival of  
any person, although it should be a stranger.  
He was immediately informed of the case and  
introduced into the room, upon entering which  
he announced himself a Mormon priest, and as-  
sured the astonished family he could raise the  
dying man to life, even should he die—and in-  
deed, to convince them of his power, he hoped  
he would die, which was soon the fact to all  
appearance. The new comer then ordered all  
present to stand aside, and not to touch the  
corpse or the bed, but to send for neighbors if  
they pleased, in order to give full proof of his  
wonderful work.

Just at that moment it crept into the head  
of the farmer that a trick was about being played  
upon them of a blasphemous character, and  
he quickly resolved to test the same. "Hold,"  
said he, "a moment, and do not the miracle  
undo itself?" He went out, took an axe  
from the wood pile, and came in, without say-  
ing a word—walked up to the bed side and ad-  
dressed the man of miracles as follows.

"You think him really dead?"

"O, yes."  
"Well, then, I will just cut off his head, to  
make it sure, for if you can raise him to life  
from death at all, you can do it as well with his  
head off as on!" and seating the action to the  
word, raised the axe as if he would strike, when  
lo! with a loud shriek, up jumped the dead  
man, crying "murder! murder!" at the top of  
his voice.

Before the proper authorities could be reach-  
ed, the risen prophet and the prophet bawled,  
put out and fled as if from a devouring plague,  
much to the amusement of the sensible man  
who detected his impostures. Since which time  
no Mormon finds his way into that region to  
remain long.

They have awful agues in Mississippi. In  
fact, some persons have even been known to  
shake off the sheriff, while rattling their teeth  
and dry bones.

"Our life is but a bubble," said Mrs. Simkins,  
in a spirit of resignation, to her spouse, who  
was rating her about her slovenly habits.

"I wish your life was a soap bubble, then,"  
was the rejoinder.

"I live in Julia's eyes," said a dirty looking  
boon, affectingly.

"She must have a sty there, then!" was the  
remark made by a friend of that lady.

The difference between a corpse and a corpse,  
A corpse is a body of men; a corpse is a man's  
body.

The following very clever parody we find in  
an advertisement in a New York paper. It is ca-  
pital.

When fatted women have the folly  
To buy their Soap where men betray,  
No wonder that they're melancholy  
To find their wax not washed away!  
The only way that can be saved—  
Their plumpies hide from every eye  
And please their husbands at their leave—  
Is straight to Gossard's store to fly!