THE WATCHMAN.

[illegible] & BARNHART, EDITORS.

BELLEFONTE, PENN'A.

THURSDAY, JUNE 9, 1859.

DEMOCRATIC STATE TICKET.

FOR AUDITOR GENERAL
RICHARDSON L. WRIGHT
OF PHILADELPHIA.

FOR SURVEYOR GENERAL,
JOHN ROWE,
OF FRANKLIN CO.

Our late Minister to China.

[illegible]

Speech of Hon. [illegible]

[illegible]

Virginia Election.

[illegible]

Hon. James Bell.

[illegible] In conclusion, gentlemen, I will say I have no reason to doubt the correctness of the positions which I assumed [illegible] years ago. I believed then that the only great political contest in the country was between the Black Republican party and the Democratic party; that the stake played was for the Union itself. I believe that next [illegible] whatever name the opponents of the [illegible] may assume, [illegible] shall [illegible] [illegible]. Whilst I continue to [illegible] every measure of the Democratic Administration to accord [illegible] with my [illegible] [illegible] every measure [illegible] of any other party [illegible] to [illegible] fully with the opinion of each individual member of it; and whilst, in the selection of men, I shall feel myself free to vote, according to my own choice, *it is my intention by every honorable means in my power to sustain and support the Democratic party as the only political organization which has the will and the power to preserve the Union from [illegible].*

We say, with the Volunteer, that the Democratic party cannot be defeated in 1860. Let Charleston National Convention name the candidate and the watch fires will be immediately kindled from one end of the Union to the other, and the Democratic legions will push on the column to victory — Our mongrel opponents may crow *now*, if they will: *after* the Presidential race has taken place will be the time for Democrats to make the *welkin* ring with their [illegible].

The Democratic State Ticket.

The Doylestown Democrat, a journal that was anti Lecompton and sympathized with the movement of Col. Forney and others for a second Convention, refuses to follow the bogus leaders in their opposition to the State ticket. It thus expresses itself in its last number:

"It has been some time since the Democratic party presented to the people a better State ticket than the one nominated in March. The candidates are both men of ability and experience in the management of public affairs, and possess that steadfast integrity which commands respect and confidence. In the public positions in which they have respectfully served they have discharged their duties with fidelity and honesty. The course of Mr. Wright while a member of the Senate from Philadelphia, was consistent and Democratic, and he maintained a position in that body second to that of no other Senator. The unanimity with which Mr. Rowe was re-nominated for the position he now fills, with so much honor to the State, and credit to himself, is indeed a flattering commentary upon his official conduct. It is a substantial satisfaction to be able to present two such standard bearers to the Democratic voters of our county and State, and we bespeak for them a cordial and enthusiastic support.

At the time of their nomination we took some exceptions to the proceedings of the Convention which we considered important [illegible] the least, but we accepted the nominees. *The Convention* [illegible] [illegible]. Upon such occasions as it is hardly [illegible] that the platform laid down will [illegible] the views of every individual member of the party, nevertheless it [illegible] [illegible] to abide by the will of the majority."

The Pittsburg Post, another journal whose [illegible] anti-Lecompton, and every open [illegible] disapproval of the course of [illegible] the 16th of March [illegible] to endorse the Governor's State [illegible] the [illegible] of Col. Forney's Committee to the Democratic State [illegible] says:

"Our opinion of the course of action of the Committee which met at Altoona, plainly [illegible] is that *they* [illegible] *Democratic about it.* It advocates [illegible] principles, the practice nor the [illegible] of the Democracy of Pennsylvania. Its members say we do not believe in the Democratic organization of Pennsylvania [illegible] we will not act with it, and we condemn its candidates it has nominated. Nay, further. It has done what it could to create [illegible] organize a party separate and distinct from the Democratic party, by the appointment of sub-committees in each county, avowedly to oppose the Democratic organization. This is not Democracy. It is opposition to the Democracy of the worst kind. It is an attempt to steal the livery of heaven to serve the devil in. As a Democrat [illegible] the action of this Altoona Committee, and its barefaced attempt to disorganize the party in Pennsylvania and split it into factions meets with our unqualified disapproval. Henceforth we shall regard and speak of those who favor this movement, as outside the Democratic party, and acting in opposition to its interests.

Many of the opinions promulgated by [illegible] Committee we agree with and approve [illegible] attempt to create an organization [illegible] is more than [illegible] [illegible]

[illegible]

It's their Vocation.

[illegible] knows that the slavery question is practically settled that [illegible] [illegible] 1850 and in 1854 and it was [illegible] by the people in 1856. The De[illegible] the people have decided that it [illegible] It has been decided [illegible] a Territory want slavery [illegible] to have it [illegible] [illegible] the ballot box. If they don't want [illegible] can be settled in the same way. The *place* to settle this matter is *in* the Territory, the *time* is when the people adopt a State Constitution, with the intention of applying for admission into the Union of States. In any event Congress is not to interfere. It is the business of the people of the Territory to [illegible] *States*, it is the province of Congress to [illegible] them.

We are not astonished that the opposition [illegible] slavery question, the agitation of it is their only stock in trade. Take it from them, and they would have no occupation; they would not have the first particle of capital to work on. We are surprised, however, that men professing to be Democrats, will aid our enemies in their mischievous work by endeavoring to keep up a private stew about settled questions — issues that, by common consent of the Democratic party, are not to be disturbed, because they are settled. No one who values the harmony of our party above a groat will persist in making mischief in our ranks by seeking to renew old discussions which can have no other effect than to revive old feuds. Leave these matters to the opposition, and let all true Democrats direct their energies to the demolition of the opposition forces, both State and National. In this work we will have quite enough to do without exhausting our strength upon internal contentions which can effect no good, but whose [illegible] only and [illegible] else.

RAIL ROAD MEETING.

Pursuant to public notice a large meeting of the friends of the Tyrone & Lock Haven Railroad assembled in the Court Room in Bellefonte, on Wednesday the 1st day of June. The Hon. A. G. Curtin was called to the chair, L. A. Mackey, and Thos. Wilson Vice President, and E. C. Humes Secretary.

Mr. Curtin on taking the chair remarked that he observed a number of strangers present, among them Thos. Kimber, Jr., President of the Catawissa and the Williamsport & Elmira Railroads a gentleman of liberal views and acknowledged ability as a Railroad man, and H. A. Fonda, the able and efficient superintendent of the Catawissa Railroad. He also observed the Messrs. Osborns, Engineers and contractors of great experience both in this country and in Europe, who had visited the road and the country, and who were competent to give a correct opinion of the line of the road, its character and probable advantage. He also observed among others an old veteran in railroad enterprise, a pioneer and a patron of railroads Col. Joseph Paxton of Catawissa. These men had come here to attend this railroad meeting and he hoped we would hear from them.

The officers of the road were better able to state the direct object of the meeting and them he now referred the subject.

Dr. Underwood said, a lease had been made with the Catawissa Railroad Company to run the Tyrone & Lock Haven Railroad, and that he had invited the officers of that road to visit this section of the country, examine our enterprise and if worthy of assistance to aid us in its completion. The road he said, was still progressing and was nearly ready for the track, and it was time that measures were taken to complete it. The Messrs. Osborns had passed over the line and examined its character and [illegible] point of view. They had passed through one of the valleys, went into the forest west of the Allegheny Mountains, observed the coal interests, the iron mines and iron works lumber mills and [illegible] mills and made a detailed Report which laid on the table, and he hoped it would be read with interest. In conclusion he begged the chair to introduce to the audience, Thomas Kimber, Jr., President of the Catawissa, Newport and Elmira Railroad Companies.

The Chairman of the meeting having introduced Thomas Kimber, Jr., President of the Catawissa, Williamsport & Erie Road, Mr. K. said:

That he felt much obliged to the Chairman, and to Dr. Underwood for having explained to the citizens of Bellefonte the circumstances of his visit at this time, which was by no means to attempt to impart any information to them on subjects with which they were far more familiar than he could possibly be, much less to make any formal address to a town meeting in order to arouse them to a conviction of their true interests in regard to the Tyrone & Lock Haven Rail Road.

He had come wholly unprepared for so public a reception, and would feel great embarrassment on the occasion, were it not that the critical position of our common interests required a frank and full interchange of opinion at this juncture, and an earnest co-operation for our mutual welfare.

Moreover with the aid of his friends, Richard and John Osborne, he was enabled to make an important proposition to the meeting which if accepted would unquestionably ensure the immediate construction of three fifths of the Tyrone & Lock Haven Road, and place the completion of the entire line beyond any reasonable doubt.

Mr. Kimber stated that his acquaintance with this subject was of very recent date, having commenced about three months since by the introduction of Dr. Underwood, the enterprising and indefatigable President of the Road, to whose economical management and persevering energy under evil and good report the stockholders owe the safety and steady progress of the work.

He had heard through his friend in Philadelphia interested in the Snow Shoe Company of Dr. Underwood's ability, and had been urged by them to lend a helping hand to the Road, but it was not till the President called personally and pointed out its claims upon our sympathy and co-operation, the importance of its completion in connection with the Sunbury & Erie to Lock Haven, and the large trade that it would bring to the Catawissa & Elmira Road, that he had felt it incumbent upon him among overwhelming cares, to attempt a vigorous effort on behalf of the enterprise.

Mr. Kimber proceeded to say that he had invited Richard and John Osborne to visit the location of the Road to report on its condition and prospects, and if they saw their way clear to tender proposals for its immediate completion from Milesburg to Lock Haven. They had accordingly given a thorough investigation to the whole subject, and the result of their examinations was now laid upon the table, in a clear and very encouraging report. The pamphlet contained most valuable information with regard to the resources of the district through which the Road passed, and which we believe would be found prepared with more than professional accuracy and caution, and in fact its estimates would fall below the mark.

He would not detain the meeting with a recital of these advantages, or of the various calculations of speculative profits which the subject invited. They know all these already. They had gauged their Iron ore veins, sounded by plummet the depth of their coal mines, and estimated the millions of feet on every square mile of their rich timber lands. They had built lateral roads, and saw mills and Furnaces to work up and prepare for market their rich mineral and agricultural materials.

It need therefore no argument, or demonstration, to convince them of the importance of better, and cheaper, and more rapid means of transportation of the manufactured article to the most profitable market.

More especially was this unnecessary in view of the fact of the great progress that had been made by them in the construction of the Tyrone & Lock Haven Road. It was evident that the citizens of the vicinity were, partially at least, convinced of the importance of gradually completing a Rail Road communication with the great lines North and South.

But there was one very important view of the case, to which he would like earnestly to call their attention, and that was the great question of TIME! It is a well known principle of mechanics, that what is gained in time, must be lost somewhere. And it was generally true in great constructions that to work against time, implied a greater expenditure of energy or means than would be required for more gradual operations.

It might be so in this instance—it was possible that to press through the Lock Haven Road with vigor and despatch, so as to complete the connection the ensuing autumn, would prove, on the whole, even the *most economical* financial step they could take.

Iron was unprecedentedly low, and wages and material were low: let the war news fade away, or prove as was likely the harbinger of great prosperity to our agricultural, and hence to all our interests, and wages and food, and iron, and material of all kinds would rebound to a far higher extent than any discount on the present negotiations of your Bonds.

But whether in the immediate calculation of Profit and Loss this were the case or not, it was certain to prove in the ultimate and comprehensive estimate of the results, the soundest policy, and the truest economy to *finish the Road at once*, at any reasonable cost.

Why one of the reports of your excellent and faithful Engineer, Mr. McMinn, to whom it is impossible to award too much praise for his skill and devotion to the interests of the Company, in the location and construction of the line—one of his early reports states the fact, which I believe to be an underestimate, that there are one thousand million feet of lumber, at a moderate calculation, within an area of 15 miles square, in Centre county. And that this lumber is worth in the stump only one dollar and fifty cents per 1000 feet, or $1,500,000; but that at the terminus of your road at Tyrone or Lock Haven it is worth manufactured $12,000,000.

Now this manufacture involves no expenditure *out of the County* the cutting and sawing are all paid for within its limits; and therefore the whole difference between the present estimated value and the realized returns for the finished commodity is a clear gain, to the County, of $10,500,000. And so long as this result is delayed it is a consequent clear loss to the County.

What might not be accomplished with this ten million dollars in Centre county, if realized within the next twenty years!— How your coal mines would be developed! How new Furnaces and Rolling Mills would spring up all over the county. How busy saw mills and plank roads and Rail Roads would be in producing and manufacturing and transporting your agricultural and mineral wealth.

Why even this old rickety canal, which now looks hardly worth the powder necessary to blow it up, might gather something of the overflowing treasure, and a lively imagination might picture steam navigation on its waters, and 27 self acting steam gates opening and shutting at the bidding of this spirit of enterprise.

But look at the subject further — every year's delay in the average realization of this $10,000,000, is a loss of the interest on this sum to the county; let us estimate this at six per cent, and there is a dead loss, irrecoverably sunk every year of $600,000 to the district. And this is on Timber alone on 15 miles square of land. Apply the same test to the timber along your whole Road, more than that apply it to the hundreds of millions of tons of coal and iron ore in your region, and the imagination is startled at the figures which are brought out.

Even the most economical and prudent of your stockholders and citizens would urge the work forward and would say complete the arch whatever it may cost for the Keystone matters little.

One remarkable advantage possessed by a region traversed by a Rail Road is this. The distant markets for Grain, or Produce or Coal or Iron, or Lumber, are brought to your doors, and the full prices at the frontier of the State are realized, less the simple cost of Rail Road transportation to the markets.

You have but to pick up a New York or Philadelphia paper and see the ruling values of grain or lumber or iron or gas coal and step to the Rail Road agent in your town for the rates to that place, and you have the clear nett profit of the transaction in hand, at once before your eyes. There can be no mistake. Sell the [illegible] by telegraph deliverable on three days at New York, and make your contract with the Rail Road and draw on the shipment and you are safe — Goods may decline 4 days over the contract may occur possibly, but you are indemnified from loss and can devote your time and your capital to fresh operations.

Mr. Kimber then proceeded to show by an accurate outline map of the connecting Roads that both the grades and the distances were in favor of the Lock Haven outlet for their coal and produce, as well as for the passenger travel to and from the Eastern cities.

Taking the centre of the Tyrone & Lock Haven Road as the average starting point, which B[illegible] represented quite nearly and it would be found that to Harrisburg the common intersection of the two routes on the way to Baltimore the Lock Haven Road had the advantage of 3 miles of distance, and a great advantage in grades. To Philadelphia the same advantage of passing to the Northern Central from Williamsport. But to New York there was a saving from Bellefonte of 81 miles besides the 1 days in transit in Philadelphia from one line to the other even if connections were otherwise complete. So that the Tyrone & Clearfield Road could actually transport their lumber to New York, over the whole line of the Tyrone & Lock Haven Road 51 miles, thus paying this region a large tribute and yet be in New York by a shorter and cheaper route than any other lines afforded them.

Still more important were all these considerations to the Snow Shoe Company, whose valuable improvements entered the Tyrone and Lock Haven Road at about a central point and hence who would reap the maximum advantage from the comparative cheapness of the Eastern Route. And when to this was added the fact that the Northern Markets were also open to the Snow Shoe Gas Coal, and that Binghampton, Syracuse, Albany and other places now using Westmoreland coal at their Gas works, would thus be supplied by our route with Snow Shoe Coal, at prices of transportation which would defy competition. Surely this great interest would impel the stockholders toward materially in the effort to complete the Road at least from Milesburg to Lock Haven, as soon after the opening of the Sunbury & Erie Road to that point, as it was possible to accomplish it.

After he concluded Mr. Richard B. Osborn was introduced to the meeting.

Mr. Osborne remarked that the Tyrone & Lock Haven Rail Road throughout its entire length must ever look to its Eastern connection as the natural outlet for all its productions and for those reasons. 1st because distance was in its favor — Tyrone, its western extremity being as short a distance to New York, via the Tyrone & Lock Haven Rail Road as by any other route. And goods from a middle point, say Bellefonte, being nearer to New York via Lock Haven by more than 80 miles than via Tyrone. 2nd. The cost of transporting a ton of goods from Tyrone city to Lock Haven being taken at 27 cents, it would require an outlay of about 48 cents to carry a like quantity from east to west against grades of 39½ feet, or In other words the total receipts on the Road for a year in place of being $112,000 as has been shown to give a return of 7 per cent — would require to be about 210,000 to yield the same return, of the outlet for the trade of the Bald Eagle valley be forced through its western connections.

What sane mind would send goods and passengers *westward* in order to arrive at an *eastern* point, and who would prefer rolling his burden *up* hill, when by simply turning round it would of itself roll *down* and reach the same point — why should the enterprising people who have unaided graded this road, not carry the goods and passengers of its local trade, over their own Roads and swell its receipts rather than permit it to wander over other roads to add to their revenue. If therefore distance cost of transportation, dividends on your stock, and interest on your bonds, are questions involved and which will be satisfactorily settled by the connections you have formed already, it requires no further arguments to show what I have before stated that the traffic of your own road from every point on it gravitate to Lock Haven.

Like advantages are to be found in the route to Philadelphia the difference in distances being of course less. Lock Haven & Tyrone by their respective routes are about the same distance to Philadelphia, and Bellefonte in like manner by either route, with this difference that westward the grade is against the trade—East it is in its favor.

Mr. Osborne stated that the whole subject had been carefully examined by request of the President of the Catawissa, Williamsport & Erie Road, that from his expressed desire to have this Road speedily finished, that they had visited the country to examine its resources, condition of the Road, &c, and he was happy to be able at that meeting to say that so far as they were concerned, they had witnessed enough to convince them that it would be a safe investment for them, and that there was abundant proof of the road from its own resources being remunerative. That with such feelings desirous of carrying out the wishes of Mr. Kimber, they were prepared to become large subscribers to the Bonds undertake to put the work through and get the road in running order this fall and if the present owners of the Railroad would take among themselves a few shares of these securities, the city of Philadelphia will this autumn be brought within 250 miles of Bellefonte, while at this moment she is more than 400 miles from Lock Haven, and near 400 from Philadelphia, estimating the time of traveling as per Rail Road.

The proposition for putting the track on that portion of the road between Lock Haven and Julian Furnace, was discussed by Hon. Jas. T. Hale, E. Blanchard, L. A. Mackey, Dr. Underwood and others.

Col. Jos. Paxton was now introduced to the meeting.

Col. Paxton, of Catawissa, asked leave to add a few remarks to those which had been already made on the certain prosperity which awaited the Tyrone and Lock Haven Road from the day of its opening. In the course of his long but pleasant days ride from Lock Haven to this place, he had been greatly struck with the progress this wild valley had made since his last visit, some 25 years ago.

The cultivation of a large portion of the district passed through, was equal to that of the oldest settled and most improved counties of the State, and the Iron Furnaces and Saw Mills every where in operation or awaiting the opening of the Road to commence operations, ensured the very first year an adequate return for the Bondholders, and after that year would unquestionably remunerate the Stockholders for their investment. He desired to assure every Capitalist present, that at 75 per cent, the price proposed to offer the bonds at to Subscribers, and in view of the ample time given for their payment in cash, every subscriber would in his judgment, make money by the operation in addition to the great aid he would render to the Road and to his other interests.

He felt sure every party present, or who should hear of the proposition who had money to invest, would conclude with him, that these Bonds at 75 per cent were a safe, sure, good investment.

They had all the security of a mortgage on Real Estate, with a vital income, coming in every year to pay the interest and diminish gradually the Bonded debt.

Col. Paxton, added that his experience of Rail Roads, since their first introduction into this country some 25 years ago, had been very considerable, and he felt glad to assure the gentlemen interested, that he had never seen a cheaper, a straighter, or a better planned Road, than the Tyrone and Lock Haven Road. He had himself paid out in cash for the construction of [illegible] miles on the Catawissa Road more than the average cost of 3 miles of this road when completed. And yet the Catawissa was now earning and paying the interest on the Bonds, and in a year or two more would pay a dividend on her Stock. He felt sure therefore that this road on the small construction cost of $15,000, dollars per mile would immediately, and amply pay the interest on the whole Stock & Bond and he earnestly recommended the Subscription to these Bonds, as a very desirable investment for families or Estates as well as the purpose of completing the Road as proposed at this time.

One word now with regard to the alternative line from Lock Haven to Williamsport. On a drive up yesterday through the rich agricultural country above and below Jersey Shore [illegible] which had chosen to hug the barren Hills on the [illegible] of the River to [illegible] trade which of itself would almost justify a road on the left Bank. Still there the Rail Road was and though pledges to the amount of $200,000 had already been made to the stock subscription for that line, [illegible] take that subscription and finish the Road on its mortgage Bonds immediately after completing the road to Lock Haven, yet Mr. Kimber stated that he deprecated as a Rail Road man, the construction of Rival Routes, and if the Sunbury and Erie would give to Catawissa Company the same rights to Lock Haven as they now enjoy perpetually to Williamsport, he could not be instrumental in the construction of the alternative Road. If unfortunately, however other counsels should prevail, he would pledge himself to aid in the immediate completion of the Tyrone & Lock Haven extension to Williamsport, on a basis [illegible] subscription of $200,000 to the River line. Mr. Kimber then introduced Richard Osborn, Esq., to the meeting, who submitted in full form the proposals for completing the Road from Julian Furnace to Lock Haven the ensuing autumn, based on a subscription of $120,000 to the Tyrone & Lock Haven bonds at 75 cents, on notes of responsible parties running from 3 months to 27 months from June 1st 1859, which with subscriptions already pledged would enable them to absorb themselves the remainder of the Bonds necessary to the completion of this section of the work.

Mr. Kimber stated that he had no personal interest direct or indirect in the contract or in the construction of the Road in any way. But that he believed it very important to the interests in his charge that the Tyrone & Lock Haven Road should be opened at once, and he felt sure that these would never be made a fairer or more liberal proposition than Richard and John Osburn had now made to complete that section at $6,200 a mile, with so large an amount payable in Bonds.

The proposal in fact tendered a considerable subscription of foreign capital to this local interest, thus diminishing greatly the efforts requisite at home, and he earnestly hoped no sectional consideration would interfere with the cordial and earnest co-operation of all parties interested in this great work.

The proposition of the Messrs. Osburn being further discussed it was

On motion of Dr. Wm. Underwood

Resolved, That in the opinion of this meeting the proposition submitted by Thomas Kimber, Jr., and the Messrs. Osburn, is liberal, and if responded to by the people of Centre County will ensure the completion of the road.

Resolved, That James T. Hale, W. A. Thomas, M. F. Milliken, P. B. Wilson, W. F. Reynolds, John Irwin, J. I. Thompson, Thomas Wilson, Wm. Fearon, Jr., Jacob Graffius, John Jones, John Chatham, Doctor, J. M. McCoy, are hereby appointed to take immediate means to sell Bonds of the Company and in all other respects, carry out the arrangements proposed to complete the road and that they are earnestly requested to fulfil the purposes of this appointment within ten days.

Resolved, That we are deeply obliged to Thomas Kimber, Jr., and the Messrs. Osborne and Col. Paxton, for their visit to Centre County at this time, and their generous intentions.

(*Signed by the Officers.*)

A little child of Henry Aurand met with a painful death one day last week. His mother was engaged in washing, and had gone out of doors, leaving a tub of hot water in the house, and the little boy in attempting to reach his hat fell backwards into the tub. He was terribly scalded, but lingered until Saturday night, when death put an end to his sufferings.—*Jersey Shore Vedette.*

☞ See Advertisement of Dr. Sanford's Liver Invigorator in another column.

PEN, PASTE & SCISSORS.

☞ True as Steel—Old Virginia.

☞ Do. Some of our subscribers.

☞ Making Preparations. The fantastics for the 4th.

☞ Returned—Bush! the man wot makes the Democratic speeches.

☞ Gen. Scott has made a bet of 500 bottles of champaigne that Louis Napoleon will never return to Paris.

☞ The Lock Haven Watchman comes to us this week in a bran new suit. Change the head, Dunham, and then it will look well.

☞ A communication urging the claims of Saml. Houpt, Jr., of Millheim, as a candidate for County Treasurer has been received and will appear next week.

☞ A Rich Investment.—Col. Brown invested twenty-seven dollars and eighty-three cents in a [illegible] lasses barrel, an old axe, and a blind cow, at a Vendue on Saturday last. G'lang.

☞ Two young men were sentenced to an imprisonment of twenty one days and fined five dollars at the late court at Lewisburg, for attempting forcibly to take a hoop out of a girl's clothing. Served them right.

☞ The Huntingdon Globe pitches into the Lycoming Gazette because it has the independence and good sense to support the Democratic State Ticket. The Globe would make a first class Black Republican paper.

☞ Heavy Verdict.—A breach of promise case was tried in St. Louis recently, and the plaintiff recovered a verdict of 100,000. That sum would have knocked this old printing office higher than a kite—it would.

Quite a number of persons visited our town during last week and among the number we noticed our old and valued friend, Col. Mackey, President of the Lock Haven Bank—as clever a fellow as the sun ever shone upon.

☞ You may insert a thousand excellent things in a newspaper, and never hear a word of approbation from the readers, but let a paragraph slip in (by accident,) of one or two lines, not suited to their taste, and you will be sure to hear of it.

On Hand.—The Harrisburg Sentinel, and Philadelphia Press still have on hand several hundred copies of the "Proceedings of the Union States Rights Democratic Convention," handsomely printed in pamphlet form. Why don't our Black Republican neighbors make a purchase of this rubbish and distribute them through the County as they did the speech of Judge Knox? Guess they smell a rat.

☞ The Senior of the Bellefonte Watchman has donned a new tile. The Junior says it is a bluish bell crowned stove pipe article—a fine institution to stow away ground-nuts and ginger bread. What a hat! *Hollidaysburg Standard.*

Its a pretty hat sir,—one of Oakford's best and latest style. If you could only see the Junior's "dutch oven," you would come to the conclusion that it would be a fine institution for stowing away apple dumplings and such like. Col. Brown thinks so, and he knows more about the apple dumpling business than any other man in this section of country. Its the seediest old hat in this neck o' woods. It is not the one, though, the Junior wore into the valley.

The President in North Carolina

The President left Washington on Monday evening accompanied by the Hon. Jacob Thompson, Secretary of the Interior, on a visit to the University of North Carolina. Upon their arrival at Weldon in that State on Tuesday, they were formally welcomed by Governor Ellis and Ex-Governor Bragg who accompanied by several other distinguished citizens and two volunteer military companies from Raleigh and Wilmington, had proceeded thither to welcome their eminent guests, who were received in the presence of a large concourse of spectators.

The remarks on the occasion were brief and appropriate and those of the President will attract the more interest from their announcement of his wish to retire to private life at the close of his present term of office. After Governor Ellis's address Mr. Buchanan said:

"I reciprocate with all my heart the cordial welcome I have just received from the citizens of North Carolina. I have long contemplated a visit to your great and fruitful State, but have never been able to do so till now. I must have come now or not at all, for the age I will have attained when my term shall have ended, and when I shall go into retirement, is that at which man is warned to remain at rest and prepare for that great event which must overtake us all.

"I have always admired this State. It is truly conservative, and while the fire of liberty burns as brightly in the bosoms of North Carolinians as in the hearts of any of the inhabitants of this Union, the love of law and order are equally prevalent. Liberty as cherished by all parties in North Carolina, becomes a great civil blessing, unmixed, as it is with lawlessness, which would make it a curse.

"The Governor has spoken of me as a supporter of the Constitution and the Union, and he has spoken truly. I ever expect to be. As long as this great charter of liberty remains unimpaired, we shall be the greatest and the happiest people in the world. But let it be battered, and we become the scorn of the world and the hope of tyrants. Thank God, there is no danger to it from North Carolina, for while she may have had her differences in politics, she has never wavered on the great question of the Constitution. God bless the Old North State."

At the close of the President's speech ex-Governor Bragg in a cordial address, welcomed Mr. Secretary Thompson, a native North Carolina, who briefly and eloquently replied. The ceremonies at Weldon were then closed with a national air from the band; and, after a few minutes rest, the party, including the military companies, a special train of cars for Raleigh where they safely arrived in the evening. The address of welcome at Raleigh was delivered by the Hon. Daniel M. Barringer, and was replied to both by the President and Mr. Thompson.

MARION, June 5th, 1859.

MESSRS. SEELY & BARNHART.—By a late number of the Democratic Watchman we see that Wm. Allison, Jr., of our township has been announced as a candidate for the Legislature, subject to the decision of the Democratic County Convention. This announcement is highly gratifying to the Democracy of Marion, because we know him to be a man every way qualified to represent Centre county with credit to himself, and honor to his constituents. We would therefore recommend him to the favorable consideration of the Democracy of Old Centre, feeling confident that if elected, he will fully meet the expectations of his numerous Democratic friends throughout the county.

THE DEMOCRACY OF MARION.

COUNTY TREASURER.

MESSRS EDITORS.—Please announce the name of SAMUEL HAUPT, Jr., of Millheim, as a candidate for County Treasurer, at the approaching election. Subject to the decision of the Democratic County Convention. MANY DEMOCRATS.
June 9 1859

AUDITOR'S NOTICE.

TAKE NOTICE that the undersigned an Auditor appointed by the Court of Common Pleas of Centre County, to distribute the money in the hands of the Sheriff arising from the sale of the real estate of James Gilliland and J. T. Hoover and Henry Vandyke and James Gilliland, known as the Moshannon Mills as well as other real estate sold on sundry writs in the hands of the Sheriff of Centre county will attend to the duties of his appointment on Saturday the 30th day of July next at his office in Bellefonte. Those interested are invited to attend.
R. G. DURHAM, Auditor.
June 9 1859

ADMINISTRATOR'S NOTICE.

NOTICE is hereby given that letters of administration have been granted to the undersigned on the estate of Jacob Pifer, dec'd, late of Ferguson township Centre county. All persons knowing themselves indebted to said estate will please make immediate payment, and those having claims will present them duly authenticated for settlement.
WM. BURCHFIELD, Adm'r.
June 9, 1859

IN THE ORPHAN'S COURT OF THE COUNTY OF CENTRE.

In the matter of the account of D. L. Pruner Guardian of Hugh Riddle.

THE undersigned being appointed by the Hon. Court aforesaid an Auditor to hear and report with regard to exceptions filed to said account would hereby give notice that he will meet the parties interested for the purposes of his appointment at his office on Monday, the 8th day of August 1859 at 2 o'clock P. M.
JAS. H. RANKIN
June 9 1859

STRAYED

STRAYED from the subscriber, two weeks since a black cow with both ears torn, and about eight years old. Any information of her whereabouts will be thankfully received.
June 9 1859. NICHOLAS BOWERS.

APPOINTMENTS.

DR. JACKSON,
THE CELEBRATED
INDIAN BOTANIC PHYSICIAN,

Can be consulted at the following places
MARK THE TIME AND DAY.

[illegible] Mansion House Thursday and Friday, June [illegible] and 24
Tyrone Pa. [illegible] Hotel, Sunday after [illegible] 26
[illegible] Pa. [illegible] House Tuesday and Wednesday June 28 and 29
Lock Haven Pa. [illegible] House, Thursday and Friday June [illegible] July 1

TO THE SICK.
We battle against the direst enemy of Death!
And to unlock alone for the buildings of duty,
Our one desire is to heal all mortal's breath
We kneel before Nature and worship her beauty,
And we march to a victory, bloodless and blessed!
To conquer Disease and relieve the distressed

Dr. Jackson compounds his own medicines.
Dr. Jackson's medicines are strictly vegetable and in [illegible] and fields.
Dr. Jackson uses no *mercury* or *mineral poisons* of any kind.
Dr. Jackson treats all patients fairly and frankly, makes no false promises.
Dr. Jackson does not tear down to build up — He invigorates the system and thus aids nature in overcoming disease.
Disease of the lungs detected by use of the stethoscope. Examinations of the chest and lungs free.
No charge is made unless the patient takes medicine.
Price of treatment is from three to thirty dollars for three months medicine. The afflicted Poor will be at all times liberally considered.
A. C. JACKSON
Indian Physician Erie Pa. Box 222
June 9 1859 tf

CAUTION.

NOTICE is hereby given to all persons not to purchase a note given by me to James Wetherite about the last of April for the sum of Forty Dollars as I have not received value and am determined not to pay the same unless compelled by law. MICHALL WALKER
June 2 1859 3t

TEACHERS' EXAMINATION.

EXAMINATIONS for the current year will be held at Pine Swamp on the 10th inst. at 2 o'clock P. M. and at Askey's School House on the 11th at 10 o'clock A. M. Teachers and Directors are [illegible] requested to attend punctually. J. [illegible] BURRELL, Co. Sup't
June 2 [illegible]

TO THE LADIES.

HAVING Furs will find it to their advantage to [illegible] them to the undersigned for preservation through the summer. The summer is also the proper time to have Furs re-trimmed. All Furs thus kept will be warranted and returned [illegible]. Furs neatly repaired and re-trimmed to look as well as when new.
GEO. M. KEPLER
June 2 [illegible] Pine Grove Mills Pa.

MULES AND WAGONS,
AT PUBLIC SALE.

WILL be sold at Public Sale at the Pennsylvania Hotel in Bellefonte,
ON SATURDAY, JUNE 18th, 1859,
TEN HEAD OF MULES AND FIVE BROAD WHEEL TWO WAGONS with Patent Iron Axles, also Six setts of Heavy Patent Hammered Iron Axles, Harness, &c. Sale to commence at 10 o'clock P. M. A liberal credit will be given.
SMITH RHOADS & SMITH
June 2 59 3t

COUNTY TREASURER.

WM. J. KEALSH announces himself as a candidate for the office of
COUNTY TREASURER,
at the approaching Election. Subject to the decision of the Democratic County Convention.
May 26, 1859

APPEALS FOR UNSEATED LANDS.

NOTICE is hereby given to those interested that an Appeal on the assessments of the Unseated Lands of Centre county, will be held at the Commissioners office in Bellefonte, on Wednesday, Thursday and Friday, the 22d, 23d and 24th days of June next.
By order of the Commissioners
JNO. T. JOHNSTON, Cl'k
Commissioner's Office,
May 24th, 1859 4t

STRAYED OR STOLEN.

STRAYED or stolen from the subscriber on Saturday night last the 21st inst.
A DARK BROWN MARE,
with a white star on her forehead, her hind feet white, had the sweeny on the left shoulder, and about seven years old. Any person returning said mare or giving information where she may be had will be suitably rewarded.
JOHN CALDWELL
Bellefonte, May 26, 1859 3t

ADMINISTRATOR'S NOTICE.

The public will please take notice that letters of Administration have been granted to the undersigned on the Estate of REBECCA TEAVER, dec'd, late of Potter township. All persons knowing themselves indebted to said Estate, will please make immediate payment, and those having claims will present them duly authenticated for settlement.
JOHN SHANNON, Adm'r
May 26, 1859-6t

EXECUTORS' NOTICE.

LETTERS testamentary on the estate of Elizabeth Grove, of Harris township, dec'd, have been granted to the subscriber, who requests all persons knowing themselves indebted to said estate to come forward and make immediate payment, and those having claims against the same to present them duly authenticated for settlement.
PHILIP SHENEBERGER, Exec'r
May 26, 1859-6t.

TO THE ELECTORS OF CENTRE CO

FELLOW Citizens: I offer myself to your consideration as a Candidate for
COUNTY TREASURER,
at the ensuing election. If elected I will endeavor to discharge the duties with fidelity. Subject, of course to the decision of the Democratic County Convention.
May 12, 1859 CHRISTIAN DERR