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THERE IS NO GOD.

BY J. W. PURDY.

"The fool hath said in his heart, there is no God."—*Bible.*

Within his heart the fool hath said,
'Behold there is no God!'
And lo! aghast creation stands
Struck at the impious word.

Go, cringing wretch! blaspheme no more!
On thy way, go! thee roll
A crushing weight of Godlike wrath
To blast thy very soul.

Dost thou think high Heaven will thus bend
Thy insults and thy sneers?
Ah, no! thy soul will one day be
Overwhelmed with godly fears.

And then unto the rock that towers
High over the raging sea,
Affrighted at His mighty power,
Unheeded thou shalt flee,

THERE NO GOD.

The forest with its leafy boughs,
Points upward to His throne,
And with a silent tongue declares,
The work is all his own.

The brooklet as it murmurs by,
Repeats his wondrous name,
The stars that twinkle in the sky,
His glorious works proclaim.

The birds that mount in sweetest lays,
Or carrol 'mong the trees,
Send up to Heaven a hymn of praise,
On every passing breeze.

The sun that from his 'blazing throne,'
Flings down his golden ray,
Moves at the Almighty power to own
Its fiat to His sway.

The moon's cold and gentle light
Speaks of the Father's love,
And whispers to the weary soul
Of yon bright Heaven above.

Old ocean, too, whose billowy waves
Like tallest mountains tower,
But speaks the awful majesty
Of Great Jehovah's power!

And man—vain man, provoke
The Almighty's vengeance dire,
To sink his soul down to the depths
Of hell's accursed fire!

O! simple fool! a cup of woe
Is filling up for thee,
Which thou shalt drain unto the dregs
In long Eternity!

And when to thy soul's rest
To feel the burning rod
With horrid groaning anguish, thou
Wilt shriek "There is a God!"

Rail Road Meeting.

Legal notice having been given, the Annual Meeting of the Stock Holders of the Tyrone and Lock Haven Railroad Company was held in the Court House, in the Borough of Bellefonte, on Monday January 9th, 1860, (being the second Monday of said month) at 2 o'clock P. M.

Dr. Wm. Underwood, the President of the company, called the meeting to order, and on motion of Hon. A. G. Curtin, Ira C. Mitchell, was elected Secretary.

Edmund Blanchard, Esq., Chairman of a Committee appointed at a former special meeting of the stock holders, to investigate the affairs of the Company, presented the final report of said Committee, elaborately prepared and showing in as satisfactory a manner as possible, the present condition of the Company. On motion of Bond Valentine the report was accepted and laid upon the table and the Committee discharged. Mr. Blanchard then offered the following preamble and resolutions, for the consideration of the meeting, which on motion of Hon. A. G. Curtin, were adopted:

Whereas, The President and Board of Managers were unable to adjudicate the accounts of Samuel Brady and others, allegations being made that fraudulent means were used to obtain settlement, a meeting of the stock holders was called and a Committee appointed to investigate these allegations and examine the accounts, who, after a careful and patient investigation, submitted a report to an adjourned meeting of the stock holders, which report exhibited manifest errors and great discrepancies in the claims and accounts presented. Therefore

Resolved, That we hereby sustain the Board of Managers in rescinding and annulling the minutes and proceedings of the Board of the 15th of November, 1859, in which damages were allowed the principal contractor, Samuel Brady, and the sub-contractors, Jones & Fearon, and also

Resolved, That we also sustain the action of the Board in annulling the resolution providing for the distribution of the bonds among the creditors at 50 cents on the dollar.

Dr. Underwood, the retiring President, stated that he had no formal report of the operations of the Company during the past year, prepared to present to this meeting. Neither did he deem such report necessary, as the action of the stock holders heretofore, in appointing a Committee of investigation, and the several reports of said Committee had brought the affairs of the road fully before the stock holders. He would say, however, that in all things he had endeavored to discharge the onerous duties that devolved upon him in his official capacity, with due fidelity, and with strict regard to the interests of all concerned. If he was not able to retire from the trust reposed in him under as auspicious circumstances as all might well desire, and to pass the road into other hands under more encouraging prospects than he did, it was owing to those unforeseen misfortunes that often overtake and dissipate the best laid plans of men. No man living felt a deeper interest in the speedy completion of the road, and not too by those who have already invested their money in the enterprise, than did he; and he felt confident that the arrangement that to some might now seem wild and visionary, had been consummated as originally designed, the swift winged rail would now be flying from end to end of the Bald Eagle Valley.

The Doctor here alludes to the [illegible] litigation into which the Company has been drawn by the fraud and treachery of persons in New York, in whom he had placed the confidence which he felt in himself, but which had proved misplaced, and said that he had just returned from New York; that the parties in possession of the bonds, had, through their Attorneys, offered to give up $165,000 for $5,000 in cash, and the remaining $10,000 for $1,000 in cash; and that put a termination to the difficulty. He said that $14,000 would be sufficient to redeem all the other bonds that have been issued, and are now in the hands of *bona fide* holders, and that by paying $17,000, the present Company could retain the road and proceed with its completion. He stated that the expense of a sale and transfer of the franchises of the Company would not be less than $10,000 or $12,000, and suggested that it would be better for the present Company to raise sufficient money to redeem the bonds and take control of the road, rather than let it pass into the hands of strangers, and the present stockholders to lose all they have paid. He said that [illegible] in New York, if the difficulties were all arranged, and the bonds released free of embarrassment, it would take them at 75 per cent. would finish all the road, clear and stake necessary for the completion of the road, and pay the balance of it would be about 30,000 in cash. The President intended to have spoken fully on the subject of the road, but had to leave the stock meeting, and had hastened home to be present at the meeting of the Board of Managers, where he would place the whole matter before the Board, and would perhaps be well to have a representative from the Presidency of the [illegible] and could more [illegible] President who would have the will and the ability to carry the road forward.

It was called for by the President, Judge M. McMurtrie, Esq., [illegible] to the chair, which on motion of Wm. F. Wilson, was [illegible] and the chair so filled.

After the report of the Committee of the Engineer, [illegible] a statement of the condition of the road, showing that the road was in good condition and there was due from the Company on account of work done, and due to the sub-contractors, and not to Mr. Brady, and that in justice, honesty and fairness, the men who had expended their money and performed the labor, should be protected. He said the road was so much embarrassed, that while the individuals in their efforts to construct the road, might have ruined themselves, the road was left in a condition that by proper exertions, the present Company might carry it to completion, and every dollar of the original stock might be preserved.

On motion the stock holders present proceeded to the election of a President and a Board of twelve Directors for the ensuing year.

P. B. Wilson, Frances Jordan and James S. Hall, being appointed Judges to hold said election were sworn for that purpose, and the election being proceeded with until all present and desiring so to do, had cast their votes, and the votes so cast, being duly counted, the Judges announced the following result:

President
EDMUND BLANCHARD.

Directors.

John M. McCoy, John J. Thompson, Roland Curtin, John Irwin, Jr., James Irvin, Harvey Mann, Wm. A. Thomas, James T. Hale, M. T. Milliken, Thomas Wilson, A. M. Elder, E. C. Humes.

The meeting then adjourned.

IRA C. MITCHELL, Secretary.

The Secretary is informed that after the adjournment of the meeting of stockholders, a meeting of the new Board of Directors was held, at which W. J. Kealsh, Esq., was elected Secretary and Jacob B. Valentine Treasurer, and other important business transacted.

Report of the Engineer.

OFFICE OF THE T. & L. H. R. R. CO.
FLEMING, Centre co., Jan. 9, '60.

To the President and Managers of the Tyrone and Lock Haven R. R. Co.

GENTLEMEN:—I have the honor to submit the following Report of the work done on the Tyrone and Lock Haven Railroad during the past year; the present condition of the work and its cost up to the present period.

The work on the Western Division, or that part of the road lying between Milesburg and the Pennsylvania R. R. at Tyrone, is nearly completed. It will require $4,900 15 to complete the grading and masonry, and $11,371 05 to construct the superstructure of the bridges and culverts. Of this last sum $10,358 30 to complete that portion of your road lying between the intersection of the Tyrone and Clearfield Railroad, and the Pennsylvania Railroad. An arrangement has been entered into with the Tyrone and Clearfield Railroad company, which will enable you to have the use of part of the road. The lumber and timber now being delivered for this purpose. The contracts for the work have all been made, and this work will be completed as early as possible.

The graduation and masonry on the Eastern Division was prosecuted with as much energy as the nature of the contract would permit, until about the middle of July, when the work stopped for the want of the necessary means to pay for the labor. The work on this Division is now standing still, and must remain in this condition until means are obtained to renew operations. The contract was made with the contractor with the following conditions appended: "*It is expressly understood and agreed on the part of the said Samuel Brady, (Contractor) that he is not* to hold the Tyrone and Lock Haven Railroad Company liable for the payment of any money on said contract, further than can be raised from subscriptions made to the lower Division of said road, and that in no case shall the upper Division of said road be considered as bound to make up any deficiency if any should arise from want of subscriptions made to the lower end." The sub contractors are bound to receive the *same kind* of pay that Mr. Brady receives from the railroad company. The with other embarrassments in the contracts dictated an impracticability, if not an impossibility in the Engineer legally declaring the contracts forfeited unless the contractors and sub-contractors really abandoned the work. It would be greatly to the interest for the Engineer to abandon any of the contracts in their present condition whilst the sub-contractors desire to finish their sections. Such a course is likely to arise from such a cause by the Engineer, would probably amount to more than would be necessary to complete the work on their sections and thus all amount of scattered work would then be a source of vexatious and a little profit.

The following exhibits the condition of work on the Western Division:

	Estimated Quantity	Price	Amount Earned	Amount Unearned
Excavation	4 391	1 91	[illegible]	
Per hole of retaining wall,	1 300	45	1 52	[illegible]
Per rod of culvert masonry	1 307	1 75	6 12	11
Do 2d class	1 29	5 52	2 127	425
Do do do Foundation, first class culverts,	2 521	1 75		1 578
Do to the bridges	1 260	1 61		1 011
Do do do	1 000	4 0		490
Do Howe Truss	125	193		1 57
Cubic yards of earth excavation,	59 391	52 162	81 617	[illegible]
Do Rock	14 000	6 625	5 771	81
Do embankment	171 681	195 ,09	1 7 613	79 6
Do in cross ties	5 275	1 000	670	6 0
Do rip rap,	1 300	1 15	46	312

In addition to the above there was estimated on the Bellefonte Branch 1[illegible] lineal feet of stringers for sewers, 44 feet of trestle Bridging and 112 lineal feet of Howe truss Bridging, 500 yards of rock excavation and 1000 yards of earth excavation.

For the quantities estimated when the work was let on the Western division, Samuel Brady was to receive the gross sum of $66,500.

After the line was finally located and several changes made the quantities when the work would be finally completed are as above stated. This includes the embankment south of the Juniata at Tyrone, and the grading of the street in Tyrone, with the 144 yards in charge of Mr. [illegible], 975 yards of embankment at the turnpike crossing at Milesburg, 30 yards of rip rap, 20 yards of excavation and 182 yards of embankment at Kidlingers, 78 yards of excavation, and 343 yards of embankment on section 4; 252 yards of ditching between Mead and Alexander; 377 yards on Alexander's run; 2000 yards from plank-road at Casper Peters; 334 yards hauled by Hoovers; 100 yards of ditching at A. Adams; 300 yards in changing Mudlick run; 400 yards changing run at M. G. Williams', 290 yards at Martha Furnace, 25 per. for extra work on Bridge No. 9; and 100 yards at Davis' run. These items in addition to the quantities contained in the cross sections of the road, include every thing required of the Contractor to complete the road bed. For these additions and changes the Board at the suggestion of the Engineer on the 5th of July, 1858, allowed the contractors an additional sum of $9,691 68 and on the 2d of August, Samuel Brady was "allowed his full contract price with the extra allowances as made by the Engineer, and that he now be released from the further completion of the Bellefonte Branch, &c."

It was now understood that these allowances would include all the additional expenses necessary to complete the Western Division, and no further damages or allowances have been recommended by the Engineer.

The Eastern division was let by Samuel Brady to sub-contractors, who entered into articles of agreement with Brady, who is alone responsible for the payment for the work done on their respective sections, and the losses complained of, are the results of a want of experience in the character of work they encountered and the unfavorable condition of the weather during the period they were actively engaged on the work.

The labor was commenced from September to December, when the season was extremely wet and inclement, the work was tight, the days short and supplies at a high price. All the sections, except 39 and 52 are partially completed, averaging about three-fourths done. Section 39 is through Howard'sville and is a tight section. Section 52 is through the farm of James Welch, below Mill Hall, and is also a tight section. The following is the amount of work done on the Eastern Division:

31,197 C yds of Earth E'n at 15 cts	$12,1 9 55
57 378 C Y of Emb't at 15 cts,	8,606 70
54 481 " of Borrowed Embankment, at 15 cts,	8,172 15
15 284 " of Loose Rock 30 cts,	3 985 20
5 222 " of Slate " at 40 cts,	2,088 80
14 684 " of Foundations, ditching, & Extras, at 30 cts,	4,405 20
2,681 per of Culvert Masonry, at $2 50	5 245 00
122 " of 2nd quality Bridge Masonry, at $4 00	488 00
125 " of Trestle Wall, at $1 50	187 50
652 " of Paving, at $1 00	652 00
Timber in Foundations,	20 00
395 Perches of Final Grubbing and Clearing,	3 395 00
At a total cost of	$49,125 10
20 per cent retained until completed,	9 885 02
Balance due,	39 540 08

This includes a final estimate of all the work done on this Division. The sum required to complete the graduation and masonry of this Division at the contract prices is $85,000. This reduction of cost from the original estimate was effected by a careful equalization of the cuttings and fillings and some slight changes in the original location, by which a choice and better line was obtained.

The total cost of the graduation and masonry of the Eastern Division will be [illegible] $85,125 10

Total amount to do now estimated, 49 425 10

Total cost of the graduation and masonry of the Western Division will be 79,811 80

Total amount for the same now estimated, 63,540 00

Total cost of the graduation and masonry of the Tyrone and L. H. R. R. 165 236 90

Total amount now expended on the same, 112 965 10

Amount required to complete the graduation and masonry of the entire line of the Tyrone & L. H. R. R. from its intersection with the Pennsylvania R. R. at Tyrone to its intersection with the Sunbury and Erie R. R. at Lock Haven, 2 271 80

The present embarrassment of the road places the period of its completion beyond my anticipation. Two or three months of our usual mode of working would finish any section on the road.

A very large number of excellent ties were made and delivered on the road. Fifty thousand were counted and returned, but the total amount made is over 80,000.

It is to be hoped that immediate measures will be taken to finish this most important link of railroad, important to every interest in the counties through which it passes, and important as a connecting link between the East and West to unite the Sunbury & Erie railroad with the great Central Pennsylvania railroad which, with its wide and far stretching Western connection, develops the valley of the Mississippi, the Lakes of the North, and points by five routes to the Pacific coast. Since my last Report the Sunbury & Erie railroad has been opened to Lock Haven, and the astonishing business of this link is an other demonstration that the Tyrone and Lock Haven railroad will pay a large per centage on one million of dollars. The Snow Shoe Railroad leading from your road to the rich mines and mighty forest of the Snow Shoe region has been completed, and strongly urges the immediate completion of your road. The canal is closed for several months and no means of outlet is afforded this valuable enterprise until your road affords that outlet.

The Bellefonte branch, as well as 1½ miles of your road to connect with the Snow Shoe railroad, has been completed and the cars are now running from Bellefonte to Snow Shoe, a distance of 18 miles.

The work on the Tyrone and Clearfield railroad is still progressing, and it is expected to be completed by the coming mid summer. This is also a very important feeder to your road, and cannot fulfill its object until the Tyrone & Lock Haven railroad is finished throughout.

The original design of building the T. & L. H. railroad by means furnished at home was a grand idea, and should still be adhered to, if possible, and notwithstanding some serious losses have occurred in the financial operations of the company; including these, the road can be finished within the original estimated cost, made in 1853, which was then regarded in a most favorable light.

There seems to be required unity of action, efficient management, and an honest determination to build the road, to sustain confidence, and obtain the necessary means to complete and put this desirable road in operation without delay.

I have the honor to be, gentlemen,
Your most O'bt Servant,
J. M. M'MINN.

Miscellaneous Items.

The best and noblest conquest is that of a man's own reason over his passions and follies.

Some talk of subjects which they do not understand, others praise virtue who do not practice it.

"There's a brandy smash," as the wag said when a drunken man fell through a pane of glass.

Kindnesses are stowed away in the heart like roseleaves in a drawer, to sweeten every object around them.

Don't you mean to marry, my dear Sue? "No, my dear widow, I'd rather lose all the ribs I've got, than take another."

A mind taught ponder its thoughts for ages, and not gain as much self-knowledge as the passion of love shall teach it even in one single day.

"The most tender hearted man we ever heard of was a shoemaker, who always shut his eyes and whistled when he run his awl into a sole."

Wherever there is authority, there is a natural inclination to disobedience. It was so with our first parents, and it has ever been so with all their descendants.

"Friendship does not consist in words, in great hunks of unmeaning smiles. Show me the man who will break his last loaf with me, and I will call that man friend."

"Peter," said a teacher to one of his pupils, "you are not fit to sit in the company of good boys on the bench. Come up here and sit by me, sir!"

A man went to a judge to be qualified for an office. Said he, "Hold up your right hand. I'll swear you, but all creation couldn't qualify you."

If you would have a sweet and pleasant echo you must speak sweetly and pleasantly yourself. This maxim is especially commended to parents and teachers.

"The best thing to give your enemy is forgiveness; to your opponent, tolerance; to a friend, your heart; to your child a good example; to a father, deference; to your mother conduct that will make her proud of you; to yourself, respect; to all men, charity."

"Are these pure canaries?" asked a gentleman of a bird dealer, with whom he was negotiating for a gift for his fair "Yes, sir," said the dealer confidently, "I raise them 'ere birds from canary seed."

A shrewd old gentleman once said to his daughter, "Be sure, my dear, you never marry a poor man, but remember the poorest man in the world is one that has money and nothing else."

"Mike why not fire at those ducks don't you see you have the flock before your gun?" "I know I have, but you see, when I get a good aim at one two or three others will swim right over it and me."

An Indian who had been reduced to a mere shadow by severe illness, was asked by his physician what he thought of a future state? "Ah doctor," was the answer, "it makes no difference, yes ain't left enough of me for the devil to naturalize, no how."

POSTHUMOUS PRACTICE. Old Mr. Scrudge dies and after his lamented decease a will is found in his strong box, bequeathing to Emily Woodbine, the belle of the village, beloved by Harry Honeysuckle, and living him in return, an annuity of thirty thousand a year during her life, so long as she shall remain single and unmarried, the whole legacy, principal and interest, in the event of a marriage, to go to the Asylum of Idiots.

A little ragged urchin in town the other day was by a lady who had filled his basket, if his parents were living?

"Only dad, marm," said the boy.

"Then you've enough in your basket now to feed the family for some time," said the lady.

"Oh, no, I haven't neither," said the lad, "for dad and me keeps five boarders, he does the house work and I does the market'n."

A drunken man entered a Sunday school when the superintendent was questioning the scholars, and quietly watched the proceedings. At first the teacher paid no attention to the "intruder." But presently being disturbed by frequent repetition of "the-cough," in which cabalistic expression the stranger frequently indulged, the good parson demanded in a severe tone: "Sir, do you know where you are?" "Yes, sir," was the prompt answer, "I am in a state of sin and depravity. Ask me another (hic) hard question!"

THE TWO PIOUS CONGRESSMEN.—It is related of two members of congress, that in a social moment each boasted over the other of his early advantages, and especially of his religious education, when one staked a hundred dollars that the other could not accurately repeat the Lord's Prayer. The bet was taken and the money put up, and he who was to recite commenced:

"Now I lay me down to sleep,
I pray the Lord my soul to keep,
If I should die."

"Stop! stop! said the other; "you need not go through—I give up the money. I had no idea you knew it!"

Wouldn't Own Up.

Joe Stetson was a wild, rollicking fellow, who spent most of his time in drinking and spreeing, while his wife, Polly, was left at home to do the chores. Upon a certain occasion Joe left home, to be back, as he said, that night. Night came, but Joe did not.—The next day passed, but, about sunset, Joe came up in the worst condition imaginable. His clothes dirty and torn, one eye in deep mourning, and his face presenting more the appearance of a piece of raw meat than anything else. Polly met him at the door, and, seeing his appearance, exclaimed:

"Why Joe, what in the world is the matter?"

Polly! "And Joe, do you know long Jim Andrews?" "Well, him and me had a fight."

"Who whipped Joe?" asked Polly.

"Polly, we had the hardest fight you ever did see. I fetch'n and he he hit me, and then we clinched, Polly; ain't supper most ready? I ain't had nothin' to eat since yesterday an'mornin'."

"But tell me who whipped, Joe?" continued Polly.

Polly, replied Joe, "I tell you, you never did see such a fight as me and him had. When he clinched me I jerked loose from him, and then gin him three or four the most sufficientest licks you ever heard of. Polly, ain't supper ready? I'm nearly starved."

"Do tell me who whipped?" continued Polly.

"Polly," said Joe, "you don't know nothin' 'bout fightin'. I tell you we fought like tigers; we rolled and we tumbled—first him on top, then me on top—then the boys would pat me on the shoulder, and hollow, 'Oh my! Stetson!' We gouged, and bit and tore up the dirt in Seth Runnell's grocery yard worse nor two wild bulls. Polly, ain't supper ready? I'm monstrous hungry."

"Joe Stetson," said Polly, in a tone bristling with anger, "will you tell me who whipped?"

Polly, said Joe, drawing a long sigh, "*I licked!*"

ILLNESS.—Carlisle says: Nine-tenths of the miseries and vices of manhood proceed from illness; with men of quick mind, to whom it is especially pernicious, this habit is commonly the fruit of many disappointments, and schemes often baffled; and men fail in their schemes, not so much for want of strength as the ill direction of it. The weakest living creature, by concentrating his powers on a single object, can accomplish something; the strongest, by dispersing his over many, may fail to accomplish anything. The drop by continued falling, bores its passage through the hardest rock—the hasty torrent rushes over it with hideous uproar and leaves no orifice behind.

A novel car has been made for one of the street railroads in Chicago. The car has eight wheels and appears external like a passenger car, but it is really a locomotive and passenger carriage combined. The machinery, which consists of a fine boiler, and two small chimneys, is inclosed at one end of the car horizontally, outside of the wheels. The passenger part will seat fifty persons and it is designed to attach another car when required. The machine cost four thousand dollars, and is to run four miles an hour.

Salt is being made in considerable quantities on the Saginaw Valley, Mich. A well, 550 feet deep, has been sunk. The water says a Detroit paper, even now is excellent brine, and left in a common bowl, a large proportion of beautiful salt is deposited. According to the geological theory, as soon as they get through the slate, they will penetrate a strata of gypsum, and then strike water strong enough to justify boiling and evaporating by the solar process.

THE Chicago Tribune claims that a Mr. Hesler, photographist, of that city, has discovered a chemical process by which the photographer, without the aid of any touch of brush or pencil, may give all the color of life, more perfectly and beautifully than by any previous known process. The Tribune states that the magnifying glass discloses the truth of this statement, and shows the difference in the effects of this process as compared with that of painting.

THEY have a perfect Sampson in the New Jersey State prison, in the person of a man named Johnson, recently convicted of forgery in Passaic county. Handcuffs and ropes are no match for his muscles. He broke three sets of handcuffs, snapping them like pipe-stems, and when his hands were tied behind him by a rope he released himself in a few minutes. He is full six feet in height, spry and lively, and evidently a dangerous customer.

JOHN ADAMS counted the time he spent in female society, or waiting on the ladies as he called it, as irrecoverably lost. Wonder if he knew what a soothing influence a pair of blue eyes have over a fellow when he has a fit of the blues. He knew not that a woman's smile, or a bewitching look, is enough to transport a man to the third heaven.—Perhaps a happy delusion with which the old gentleman was never troubled.

A Mormon advertisement reads as follows: "To let—rooms for two gentlemen and four wives, or for one gentleman and six wives."