

The Democratic Watchman

BY P. GRAY MEEK.

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Notice Extraordinary! A new Feature.

Now is the time to subscribe for the DEMOCRATIC WATCHMAN. In two or three weeks, we shall begin the publication of an ORIGINAL TALES, from the captivating pen of Miss NELLY MARSHALL, of Louisville, Kentucky, entitled

"WEARING THE CROSS."

The advanced manuscripts of which have already been received. "Wearing the Cross" is a story of Kentucky life, during the late war, and abounds in thrilling and romantic incidents and is of absorbing interest. Miss MARSHALL is one of the most talented ladies of the South, and of already well and favorably known in the literary world. The poems that have appeared in this paper under her signature are an indication of her talents, but scarcely do her justice. It is in prose writing that she more particularly excels, and this we think is where her forte lies. Her descriptive powers are great, and beautiful things flow from her pen like water from the fountain head. "Wearing the Cross" has been written expressly for the DEMOCRATIC WATCHMAN, and we have paid a high price for it. Those papers, therefore, who feel like copying it, will have the kindness not to infringe on copyright, without giving us due credit. The story will commence in No. 13 of the present volume, just three weeks from today. Now is the time to subscribe, therefore, as we promise our readers a rich intellectual treat. Be sure to send in your subscriptions in time for the first installment of this highly interesting romance.

We intend to make the DEMOCRATIC WATCHMAN the best weekly family paper in the States, and as soon as Miss Marshall's story is completed (which will run through about twenty numbers) we have provided other attractive features to take its place. We are bound that the WATCHMAN shall be among the first papers in the land. In three weeks, therefore, look out for

"Wearing the Cross."

"Exploded!"

The Cardiff Giant humbug is gone up. Yankeeism has been cooled by the exposure of one of the parties engaged in the cheating, and the millions of dollars that were to be changed from the pockets of the curious to the purses of the speculators, will doubtless remain unchanged until some other scheme is concocted. Had not the originators of the "Giant," quarreled over the proceeds of their humbug, there is no telling to what extent a gullible people would have been fleeced. But the "petrified Giant" is no more—the speculation has fizzled, and Science stands with a very blue blush upon its face. The history of the "Giant," as told by one of its owners, whom, the others, it seems, have fleeced, can be summed up in a very few words. In June, 1868, a block of gypsum was quarried at Fort Dodge, Iowa, taken to Chicago, where it was placed in the hands of a Dutch sculptor, who soon produced the Cardiff wonder. A little bit of Indian ink and a few acids, gave it an aged appearance; it was then boxed and shipped into the state of New York, where it was buried on the farm of one NEWELL, near Cardiff, and last fall was dug up, and presented to the astonishing gaze of a wondering people, as a petrified specimen of a race of giants, who had inhabited this Continent, ages before Columbus set sail from Spain. It took an easily gullible public, swallowed the hoax, and Science, to be on the popular side, gave its opinion in a "scientific" way that the stone carcass was just what it was represented—a "petrified human being. One of the "scientific" men, Gen. LEAVESWORTH said:

"It has the marks of the age stamped upon every limb and feature in a manner which no art can imitate." Professors Woolworth and Hall decided in favor of its antiquity. Professor Ward, of Rochester University, was bewildered by the spectacle it presented, and suggested that "all one's feelings persuade to accept it as a real human being, once instinct with life and activity, now a noble corpse." Professor Olmstead said: "As a work of art the Cardiff statue is perhaps a better embodiment of the intellectual and physical power of a rock hurling Titan than any Italy possesses." Rev. Mr. Calthrop said that in the ancient world only the Greek School of Art was capable of such a perfect reproduction of the human form. Dr. Boynton did not think the statue was 360 years old, but did think it was "work of the early Jewish Fathers of this country, who are known to have frequented the Onondaga valley from 220 to 250 years ago."

And so "Science" had it all fixed, and the Dutch sculptor, at Chicago,

became the father of a race of men, who lived, moved and had their being before Christ was born, and beside whom, he was a mere pigmy. Hurrah for Science!

And this same class of scientific Americans, whose "scientific" opinions made this chiseled block of Iowa gypsum, a "petrified specimen" of the giants of the days of the Cyclops, or the rock hurling Titan, are the same teachers of the "Science" of "negro equality" or the unity of races. Some day the world will wake up to find that their "scientific" opinions, on the question of races, come just about as near the truth as their scientific opinion of the "Cardiff Giant" did.

Great art thou, O Science!

Another Loyalist Fixed.

Another high toned leader of radicalism has leathered his nest—another half million of the public money is wandering over the country in the pocket of one of the "loaf" appointees of the Grant administration. ESSSEN DEN BAILEY, collector of a revenue district in New York is non est, and the Treasury at Washington is minus about half a million dollars. Who wouldn't be "loaf"? Who wouldn't fling up his hat for the party that elects its biggest asses to make our laws, and its most consummate scamps to collect and handle the public money?

Newspapers may make windy reports of Bailey's flight with the half million of government funds—loyalty may make a pretense of following him—the "government" may let its virtuous indignation rise and threaten his endorser—but Bailey is gone—his "pals"—government officials in New York, know where—but when the people, the overburdened, tax-cursed many, who pay their hard earned dollars into the public purse, that are held by such men as he, find out where and get back the money he has stolen, it will be when BUTLER has ceased to hanker after spoons and GRANT is no longer a dog laurer.

What else can be expected, than just such robberies of the people, by public officials, when men without brains, character, or honesty, are given the highest positions known to our government? A spoon thief the recognized leader of the party in power—sheep pen-peddler, circus mule rider, and bar room leader at the head of the government, every position from President down, filled with convicted thieves, known rascals, incompetents, or niggers, and a "code of honor" adopted, that makes the most successful robber the most influential citizen, is it any wonder that the government is going to the devil—the money of the people into the pockets of rogues, and the great masses of our tax-paying population to certain pauperism?

But if the men who vote to put in power officials who appoint rogues like BAILEY to important positions, can stand being robbed by the millions of dollars, as they are, those who vote against them, certainly can. If the working men of the country, who shut their eyes and go it blind for any radical that asks office, just because they hate the Democracy or fear their masters, can afford to fool, and sweat, and be taxed, in order to furnish money for the men they put in power to steal—we suppose others can.

Is not us that's growin' Pay over your tariffs and taxes and stamps, ye sun burned, hard fisted, achin' backed radicals—hand over to the BITTERS and BAILEYS and other loyal thieves, the money that should buy bread for your little ones, or whole dresses for your wives. They take it by the half million. They want wine, and women, and last horses and fine clothes, and magnificent residences, and government bonds, and of course you'll give them to them. You'll leave your own children next door to starvation, and drive them round the world half clad and uneducated, in order that thieves may "dress in fine linens and furs sumptuously every day." Won't you? You have done it and you'll do it again.

Journalistic.

—A daily Chronicle has just been given birth to, in Allentown. —The Philadelphia Bulletin has withdrawn from the Associated Press. The unreliable matter that news monopoly furnished, was about all the Bulletin contained heretofore. Hereafter we suppose it will have nothing at all. —JOHN S. FORAN, late of the Cincinnati Enquirer, has purchased the interest of Hon. C. L. VALANDINGHAM, in the Dayton Ledger, and will hereafter be managing editor on that journal.

—A new paper styled the Valley Eagle, has just made its appearance at West Middlesex, Mercer county. Whether it flies high or is only a common bird, the writer hereof knoweth not.

The Black Veil Officially Lowered.

THE 15TH DEPARTMENT PROCLAMATION

"It's a copperhead lie." "Our Party is not in favor of negro suffrage." "It will never be forced upon the people of Pennsylvania without their consent or giving them an opportunity to vote upon the question." "I'll never support it." "I'll leave the party the moment it advocates negro voting." "I don't believe it, our party is not a negro suffrage party."

Who has not heard the above expressions, time and time again, from that class of radicals, who have all along pretended to believe whatever their own party friends said was true, and all that the Democrats said false. We can hardly think that these men were so ignorant as not to know that the object now considered accomplished—negro suffrage—was the great aim of the party in power, and yet we do not want to believe, that when they shouted so strenuously that it was "all a copperhead lie," that they knew at the time they were lying themselves.

Yet such has time proven the case to be. It was "Copperhead" truths, that we told, and it was radical lies, that we denied them.

Let the poor fools who have heretofore doubted, open their eyes and read. Let that class of demoralized and debauched white men who would rather ride about in the seat of some radical's breeches than walk on his own feet, and who professes such a repugnance to anything like voting with a negro, read the official announcement of the ratification of the 15th amendment, and then make up his mind to be dog, darkey or whatever else his master bids him be.

Damnable, dirty, disgraceful, dehaunching as negro equality is, the brave men who have stood by the Democracy have the consolation of knowing that they had no hand nor part in fastening it upon the people.

Let radical doubters read and they will perhaps be informed by the following, that the radical party has some idea of making negroes voters:

To all whom these presents may come greeting

Know ye that the Congress of the United States, on or about the twenty-seventh day of February, one thousand eight hundred and sixty-nine, passed resolutions in words and figures, as follows, to wit:

Resolved, That an amendment to the Constitution of the United States, proposed by the Senate and House of Representatives of the United States of America in Congress assembled, two-thirds of both Houses concurring, that the following articles be proposed to the legislature of the several States, as an amendment to the Constitution of the United States, which, when ratified by three-fourths of said legislatures, shall be valid as part of the Constitution, namely:

ARTICLE 15, SECTION 1. The right of citizens of the United States to vote shall not be denied or abridged by the United States, or by any State, on account of race, color or previous condition of servitude.

SEC. 2. Congress shall have power to enforce this article by appropriate legislation.

And further, That it appears from official documents on file in this department, that the amendment of the Constitution of the United States, prepared as aforesaid, has been ratified by the legislature of North Carolina, West Virginia, Massachusetts, Wisconsin, Maine, Louisiana, Michigan, South Carolina, Pennsylvania, Arkansas, Connecticut, Florida, Illinois, Indiana, New York, New Hampshire, Nevada, Vermont, Virginia, Alabama, Missouri, Mississippi, Ohio, Iowa, Kansas, Minnesota, Rhode Island, Nebraska, and Texas—in all twenty-nine States.

And further, That the State whose legislatures have so ratified the proposed amendment constitute three-fourths of the whole number of the United States.

And further, That it appears from the official documents on file in this department that the legislature of the State of New York has since passed resolutions claiming to withdraw from said ratification of said amendment, which had been made by the legislature and of which official notice had been filed in this department.

And further, That it appears from an official document on file in this department that the legislature of Georgia has, by a resolution, ratified the proposed amendment.

Now, therefore, be it known that I, Hamilton Fish, Secretary of the State of the United States, by virtue and in pursuance of said section of an act of Congress, approved the 20th of April, 1868, entitled "An act to provide for the publication of laws of the United States and for other purposes," I do hereby certify that the amendment has become valid to all intents and purposes as part of the Constitution of the United States. In testimony whereof I have hereunto set my hand and caused the seal of the Department of State to be fixed.

Done at the city of Washington this thirtieth day of March, one thousand eight hundred and seventy, and of the independence of the United States the ninety-fourth.

The New Railroad Bill.

In order that our readers may judge for themselves, as to the merits of the nine and a half million rail road bill passed by the Legislature a short time since, we give it in full—whereas, provisions and all. Our opinion of the bill we gave in the last number of the WATCHMAN, and after perusing it our readers can decide whether we were right or wrong.

SECTION 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met and it is hereby enacted by the authority of the same. That the Jersey Shore Pine Creek and Buffalo railway company be and they are hereby authorized to execute a first mortgage to the amount of six millions of dollars in lieu and substitution of the loan said company have heretofore been authorized to make which shall cover all their line of railway to be constructed from Jersey Shore to connect with the Buffalo and Washington railway, as set forth in their charter with its extensions, rights of way, equipment, engine-houses, machine shops, tools and property of every kind, whatsoever appurtenant to and requisite for the maintenance, management and operation of said road, together with the corporate rights and franchises acquired and to be acquired to secure the payment of bonds hereinafter provided, each bond bearing interest at five per cent per annum payable semi-annually from and after the first day of April Anno Domini one thousand eight hundred and seventy, which bonds shall be payable to the Commonwealth of Pennsylvania, to be deposited in the sinking fund of the Commonwealth with the interest thereon for application only to the payment of the public debt, these bonds to be received by the Commonwealth in lieu and substitution of the existing debt of that amount of five per centum bonds that is contracted to be paid by the Pennsylvania railroad and all liens and claims arising in connection therewith, and the said six millions of dollars of bonds shall be received in full satisfaction of the said bonds of the Pennsylvania railroad company and of all liens and claims arising thereunder or therefrom.

One hundred thousand dollars of said bonds of the Jersey Shore, Pine Creek and Buffalo railway company shall be payable each and every year beginning with the first day of April, one thousand eight hundred and seventy-five and so continue annually thereafter until the first day of April one thousand eight hundred and ninety.

On the first day of April one thousand eight hundred and ninety one, one million of dollars.

On the first day of April one thousand eight hundred and ninety-two, one million of dollars.

On the first day of April one thousand eight hundred and ninety-three, one million of dollars.

And all the remaining balance of the entire debt with the interest due thereon shall be fully paid and liquidated on the first day of April Anno Domini one thousand eight hundred and ninety-four.

SECTION 2. That the three and a half millions of five per centum bonds, now in the hands of the Commissioners of the sinking fund given by the Allegheny Valley railroad company to the Commonwealth of Pennsylvania, together with all the guarantees connected therewith, be and are hereby appropriated for aiding in the development of certain districts of this Commonwealth as hereafter provided.

First, to the Pittsburg, Virginia and Charleston railway company, and to the branch road to Waynesburg in Greene Co., one million six hundred thousand dollars.

Second, to the Clearfield and Buffalo railway company, one million four hundred thousand dollars.

Third, to the Erie and Allegheny railway company five hundred thousand dollars.

For which the Commonwealth of Pennsylvania shall receive their bonds respectively, bearing the same interest and maturing at the same time as the bonds the Commonwealth now holds in prouta proportion from each company, all of which shall be secured by a second mortgage upon those lines, and the branches thereof respectively, their property, franchises and equipment which bonds shall be deposited in the sinking fund, and the proceeds thereof shall be applied only to the payment of the public debt and the interest thereon, the said companies limiting their first mortgage to an amount not exceeding sixteen thousand dollars per mile, bearing interest at seven per centum per annum, the proceeds thereof and also the proceeds of all bonds received from the Commonwealth under this act to be used only for aiding in the construction and equipment of their roads and branches, all of which bonds and mortgage they are hereby fully authorized and empowered to perfect by the usual form. Upon this being done and the five per centum bonds of said companies delivered to them, the said commissioners of sinking fund are hereby authorized, empowered and directed to deliver to the companies named in this section of this act their respective portions of the bonds of the Allegheny Valley railroad company, now in the sinking fund or in any way belonging to the Commonwealth, to the amount of three million five hundred thousand dollars of five per centum bonds, and to cancel and fully satisfy all mortgages and claims of every nature and kind whatever existing therefore, in favor of the Commonwealth against said Allegheny Valley railroad company; and the guarantors to said transfer first being filed with the commissioners of the sinking fund and to relinquish and transfer all and every claim of the Commonwealth against the Allegheny Valley railroad company and the guarantors thereof, to the parties receiving the bonds aforesaid.

And the said lines of railway and the branch to Waynesburg in Greene Co., shall be open for public use within three years from the passage of this act as follows:

The Pittsburg Virginia and Charleston railway and the branch to Waynesburg in Greene Co., between such point in South Pittsburg Allegheny county and Greenboro in Green county Pennsylvania including said branch to Waynesburg by such route as the Pittsburg Virginia and Charleston railway company may finally adopt.

The Clearfield and Buffalo railway between such point on the line of the Allegheny Valley railroad extension in Clearfield county, or other point in said county, and a point of connection with the Buffalo and Washington railway in the county of McKean by such route as may after careful survey be finally adopted by the Clearfield and Buffalo railway company.

The Erie and Allegheny railway between such points on the Atlantic and Great Western railway in the counties of Erie and Crawford and the city of Erie, by such route as the Erie and Allegheny railway company may finally adopt. Provided however, that no delivery or exchange of bonds shall be made under the provisions or authority of this act by the commissioners of the sinking fund until a contract for the construction and equipment of said lines of railway, and said branch to Waynesburg, respectively, with responsible parties duly executed shall be delivered to the said commissioners, and an absolute guarantee for the fulfillment thereof, within the time and conditions of this act by a responsible railway company or companies of which the Pennsylvania Railway company shall be one and also a guarantee, in like manner of the payment by the said railway company or companies respectively, of all interest as it accrues to the State on said bonds belonging to the Commonwealth of said companies respectively during the construction of their lines of railway, and until they are open for traffic as required by this act. And said company or companies may join in said guarantee for the purpose of providing security for the said lines are hereby fully authorized and empowered to execute such agreements and obligation under their respective seals, as may be needed to perfect their guarantee for the fulfillment of their contract, as required by the provisions of this act and as further security to the Commonwealth for the execution of the guarantees as hereinbefore provided, the same shall be deemed and taken to be a lien on the railway or railways, their property and franchises that may enter into the same, and so continue until the conditions thereof are fully complied with and the guarantees provided for in said bill shall be taken as an entirety, and no delivery of bonds made until all of the said guarantees are executed in due form, for delivery to the Commonwealth.

Upon the delivery of the bonds and mortgages as hereinbefore provided the commissioners of the sinking fund of this Commonwealth are hereby authorized, empowered and directed to deliver to the Jersey Shore, Pine Creek and Buffalo railway company, the obligations of the Pennsylvania railroad company now in the sinking fund or in any way belonging to the Commonwealth, to the amount of six millions of dollars of five per centum bonds and to cancel and fully satisfy all mortgages or claims of every nature and kind whatever existing therefore, by legislative enactment, contract or otherwise in favor of the Commonwealth against said Pennsylvania railroad company and thereupon, the entire proceeds that may be realized from the said bonds and claims against the Pennsylvania railroad company, shall be applied from time to time by the Jersey Shore, Pine Creek and Buffalo railway company only to the ultimate construction and equipment of the said line or railway, the points specified in the act incorporating the said company and the said main line of railway shall be constructed and opened for public use within three years from the passage of this act. Provided however, That no delivery or exchange of bonds shall be made under the provisions or authority of this act by the commissioners of the sinking fund until a contract for the construction and equipment of the Jersey Shore, Pine Creek and Buffalo railway, with responsible parties, duly executed shall be delivered to said commissioners and an absolute guarantee for the fulfillment thereof within the time and conditions of the act, by the Catawissa and Philadelphia and Reading railroad companies, or the Catawissa and Lehigh Valley railroad companies, or by the Philadelphia and Erie, Northern Central and Pennsylvania railroad companies, and also a guarantee in like manner of the payment by said Jersey Shore, Pine Creek and Buffalo railway company, of three hundred thousand dollars interest per annum as it accrues to the State, on the said bonds of the Jersey Shore, Pine Creek and Buffalo railway company during the construction of said line of railway, and until it is opened for traffic as required by this act.

And said companies or such of them as may join in said guarantee for the purpose of providing additional security to the State as aforesaid, are hereby fully authorized and empowered to execute such agreements and obligations under their corporate seals, as may be needed to perfect their said guarantee as required by this act, and as further security to the Commonwealth for the execution of guarantees as hereinbefore provided, the same shall be deemed and taken to be a lien on railways, their property and franchises that may enter into the same and so continue until the conditions thereof are fully complied with.

Provided however that the said Pennsylvania R. R. Co. shall give its consent in writing, duly executed under the seal of the said Co. to the transfer of the said Pennsylvania R. R. Co. bonds to the said Jersey Shore, Pine Creek and Buffalo Railway.

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