BELLEFONTE, PA: Friday Morning, July 14, 1871.

## DEMOCRATIC STATE TICKET.

FOR AUDITOR GENERAL. GEN. WILLIAM McCANDLESS, OF PHILADELPHIA.

FOR SURVEYOR GENERAL. CAPT. JAMES H. COOPER. OF LAWRENCE COUNTY.

### Democratio County Convention.

The Democratic Voters of Centre County will meet, at the regular places of holding Borough and township election, on SATUR-DAY the 5th day of August next, between the elect delegates to attend a convention to be held at the Court House, at Bellefonte on Friday the 8th day of August, A. Di 1861 Which convention will put in nomination, one candidate for Assembly, one candidate for County Treasurer, two candidates for Associste Judges, one candidate for District Attorney, one candidate for Commissioner, one didate for County Surveyor, and one candidate for county Auditor.

The num	ber of delegates to which t	
district is er	stitled is as follows, to wit	
Bellefonte, l	Borough .	
Howard		
Milesburg	<b>"</b>	
Philipeburg		
Unionville	· ·	
Benner, Toy	enship	
Bogg#	**	
Burneide		
Curtin		
Ferguson.		
Greek		٠.
Haines		
Half Moon		
<b>Earrie</b>	<b>"</b>	••
Howard	н	•••
Huston	·	
Liberty	4	
Marion	*	
<b>並</b> iles	•	٠.
Patton	• .	
Penn	*	
Pottet-	••	
Rusi:	*	
Brow Shoe	*	
Spring		
Taylor	*	
Union	*	
Walker	*	
Worth	*	• • •
Вус	order of the County Committe	۴.
•	II. Y. STITZER.	
	Chairme	71.

#### Explanatory.

Those of our readers interested in the L. C. & S C railroad, who may expect a reply to the personal charges against the editor of the WATCHHAN by those who assume to lead in the narrow gauge movement, will be disappointed. Our own aspirutions or the party jealousies of others have nothing to do with the building of a railroad through Pennsyalley. The people of that valley are much more interested in that enterprise than in hatreds of the few, who, to accomplish their own personal ends, would drag it into politics, and eventually cheat them out of the kind of a road for paper squabbles will not build the road, nor will hobaubbing with Badical politicians in their attempt to create Those who think they will, can go ahead. We will take no stock in islator is before our prople, they can it right or wrong

# Considerable Truth.

The Philadelphia Inquirer gives a few very pertirent facts on the railroad gauge questions, in the following short

space.

With all our practical sense and dislike to the stating we nevertheless run to reliculous extreme in most of our new deas. A novel by of any kind research sufficient to over turn for the time being the proverbidity well balanced American mind. If the new motion pertains to sight in which we have geneed problem by and which can be presented to great work of developing the natural resources of the country, then the more extractly do we make a hobby of it. Just now the most practical of our people have gene the most practical of wealth prosperity and happiness, and the wider gauges are sherred at as the relies of a harbarous sign. In the contempation of the new motion we lose sight of the advantages of the old. "Two feetskil" will do very well for lateral lines running through spacely populated interest and terminating on great trunk lines like the Princeplantal out that have been acrow gauge must work wonders. But in rich and densely populated localities the narrow gauge must work wonders. But in rich and densely populated localities the four feet eight and a half, or even six four-rich and densely populated localities the "four feet eight and a half," or even six four-rich and densely populated localities the "four feet eight and a half," or even six four-rich and densely populated localities the marrow gauge roads will pay where the broad gauge cannot do so, and for spe tail and heavy waffe the broad gauge is indispensable.

As the Inquirer says, our people

As the Inquirer says, 'our people seem to have gone 'clean daft,' over the narrow gauge railroad. Ten years ago the public, backed by railroad men, were just as certain that the six or seven feet gauge for railroads was the proper width as they now are that three feet is. Five years ago some inventive genius constructed a flying ma chine and our people at once went wild with the idea that they were thereafter to do their traveling through the 'air,' and each one imagined he had his: dents, incident to railroad travel. Two by the cars.

years later and the velocipede fever came around: Everybody was a velocipedist. It was the millenium bi the traveling public. No more railroad troubles-no more expensive bug gies, carriages, wagons and horses! Each one was to have his own onewheeled cart, and go it just as fast or slow as he desired: But) it was not what the masses thought it was. It wouldn't work. It failed. It has now no advocates neither has the flying machine, or seven foot gauge. May not this narrow gauge excitement end in the same manner? We are prone to go wild on things we know nothing about. Had not the directors of the L. C. & S. C. rulroad better ponder well before risking the money of our people in an enterprise that is only an experiment? Would it not be vise to 'let well enough alone'- to build the kind of a road that we know by experience will pay-an ordinary gauge. Experiments are sometimes costly.

Don't Take Well. The narrow gauge railroad movement has not met with that lavor among the subscribers of the stock of the L. C. & S. C. railroad company, that was anticipated by the originators of the movement. The masses of our people are not that kind who go crazy over every paper enterprise they hear of, and consequently they very positively demand of the directors of the company to go on and build the kind of a road for which they subscribed theirmoney. Out of the entire numcounty line, we do not honestly believe if a vote were taken that two out of ten would favor a narrow gauge road, to connect with ordinary gauge roads at Tyrone and Lewisburg. Four fitths of the stock holders, we believe, if we are to judge from the general expression, would rather sink their stock in a road like other sections of the country have - a road that experience proves to be suitable for all purposes and that we know will pay, if properly managed, than risk it in an enterprise that they, or the men who are attempt ing to instruct them know nothing

They know that the cry, 'we have not money enough to grade an ordinary gauge road,' was gotten up only for the purpose of inducing them to accept a narrow gauge rather than get no road at all. They are not as poorly booked in the financial cordition of the company as a couple of the directors and a few others would be glad to the editor of this paper, or the little think they were, and many of them have very strong convictions, that the narrow gauge movement was sprung and has been forced along, only that a few men -- a little ring in the railroad which they subscribed their money, arrangement - might pocket the differ and to which they are entitled. News | ence between the cost of grading a narrow gauge road and the cost of grading one of the ordinary gauge Their convictions may be right. We dissension to the Democratic ranks, Jo not know But we do know that sid either the ratiroad or our party. I no one can satisfactorily explain why the stock holders of the L. C. & S. C railroad should be put off with a road either a personal new-paper dispute, or that must be of very great inconvenience a Radical trick. Untrecord as a leg to shippers, and consequently of disadvantage to stock holders, when they endorse or confemn just as they think | subscribed all the money asked to build them a first class road, and then consented to have it mortgaged to the extent of two-millions of dollars, to make up any deficiencies in the estimated expense of grading the road

"THE PARABLES UNFORDED" is the name of a very attractive and interest ing work, by Bushop Stevens, of the Methodist Episcopal Church, which has just been issued from the press of Mr. R. M. Stootlard & Co., of Philadelphia, and is sold only by subscription. Of this valuable book, Rev. Mr. Allen, Rector of St. John's Episcopal Church in this place, says :

The Bishop unfolds the meaning of these most beautiful and characteristic portions of the New Testament with the power of a cultivated sprittum perception to discern their easierital truth and the grave and attractive he se which comes of the mastery of a beautiful perspicuous and forcible style in the use interesting and profitable to every reader."

Rev Mr. Mullen, of the M. E. church here, also bears testimony to its worth, as follows

"This work, by Bishop Stevens, in point of character challenges competition. Its style is high toned, free from all sectarian bias. It commends itself to the intelligent christian reader, and invites the attention and patronage of all. It gives me pleasure to bear testimony to the value of a production embodying so much true, intrinsic worth!"

Our esteemed young friend, Mr. J. W. Gephart, is the agent for the sale of this book in Bellefonte, and will call upon our citizens in a day or so.

-We understand that the act of Assembly requiring railroad compames in this county to fence their roads or pay for the stock they kill has been decided constitutional by the Supreme Court. This perhaps will secure to serial ship floating along unmolested the owners of property prompt payby floods, land shies and other acci- ment for cattle and other stock killed

of the course

From the report of the railroad meeting, held in this place on Saturday evening last, as published in the Republican, we get the following: Hon. P. Gray Meek then took the floor, with

the remark, that the remark, that
"Though he was not a stockholder in the
branch road, yet he would say for the Information of the meeting that he had in his
pocket a letter from Mr. Miller, the President
of the road, stating that what money was subscribled when added to what want, would be
amply sufficient to complete a broad gauge
road. And that its friends had only, to stand
up for the rights and they would get them

This of course is about as fair a report, as any one who knows Brownthe Secretary, we believe, denies writ ing it-would expect him to make. We would not notice it, but for the ridiculous expression it attempts to make the President of the road, Mr. MILLER,

use. Brown knows, the Secretary knows, and every one else at the meeting knows, that we made no such statement as the Republican reports. What we did say was to the effect, that we "had in our possession letters from Mr. MILLER, Mr. DUNCAN, Mr. BLANcuand and others, written at the time the two million mortgage bill was pending in the Legislature, urging its speedy passage, and stating it it withthe amount of money already subscribed as a basis, and the privilege of mortgaging it to the extent asked, that there would be sufficient money to complete the entire road," and further, that in a letter from Mr. MILLER on the 1st of July, he stated that "he was sorry the narrow gauge movement half been agitated, for had it not been for that, we could have got along without any more jarring, and that if the stock ber of stock holders in this county holders in this county did not stand from the Union to the Huntingdon firm for the 484 gauge they would have themselves to blame."

> These were our statements. These are the facts. By using the two million mortgage bill, every body knows we have money enough to grade as good's road bed as any in the State, and the very men who are urging and nghting for a narrow gauge -we mean the men leading in the movement know that the road as first projected would have been under headway by this time, if they had left the enter prise go on, in place of getting up the question of narrow gauge. If they, and Brown who is airmid to say a word in favor of our own stock holders for tear of offending the Pennsylvania railroad company, do not want to decieve, it is strange they try to misrepresent every one who does not agree

WE have received the following com

PHILIPBILE PA July 11th, 1871

Editor Democratic Watchman. Dean Six
On G. P. Hoop, of Philipsburg, as a candidate
for Assembly. Subject to the decision of the
Democratic tonvention.

The Doctor came into this country, when

Democratin touvention. The Doctor came into this country—when but a boy—some twenty-four—years—ago, and has no ver violated Democratic fith since in loss indeed his eminent success as a first surgeon in the army—of the Potomics should be so considered by the extreme. Auti-Warmen whose prejudices are, we hope buried beneath the new platform of progress in Democracy—It is worthy and well qualified to represent formidably at Harrisburg, and as we he Democracy of Philipsburg and lines town ship for many years have stood—in the lack grounds asking no position of honor or profit at the hands of our fellow citisens over the hill, we trust they will consider our claims and grant a party support to the man—of our choice—whose private character and energet it disposition is too well known in the country to be and further commendation—from too his

Pintarsacao

Hon P GRAY MEER, Editor WATCHMAN Dray Sn Without seeming to disparage your valuable services, as the Representative of Old Centre, at Harrisburg, we respectfully beg leave to mentoo the name of John H. of Old Centre, at Harrisburg, we respectfully beg leave to mention the name of John H. Grits, Esq., as your successor. Mr. Orris, came to this township when ten years of age, worked for his own support and education and now by dint of his own industry stands at the head of one of the best Hars in the country. Having learned, that he is willing in consideration of important and peculiar questions, requiring the scrutiny st skilled Lawrers to represent us in the State Legislatic at its next session. We take great pleasure in trigging him upon the Democracy of the Courty. Among the appearance of the proposition for a Constitutional Convention While we regret the necessity of choosing between two gentlemen, both so highly beloved by the party, as yourself and Mr. Orris, diremistances compellus to perfer for the present emergency our own fellow townsman.

## DEMORRATE OF HOWARD

---One or two jealous individuals who will go to a much greater extent to gratify their personal jealousies and hatreds, than to secure an enterprise like the L. C & S. C. railroad, are attempting to induce the people of Pennsvalley to believe that because a charter incorporating the Lock Haven, Nittany & Sugar Valley narrow gauge railroad company was passed by the Legislature, that no other kind of railroads but narrow gauge roads can be built in this county. They must have a high approciation of the intelligence of the people. They might just as well tell the public, that because the editor of this paper passed a bill incorporating another Turhpike company from this place to Pleasant Gap, that he was opposed to building any but turnpike roads in the county, and that in consequence of the passage of that act, no other but turnpike roads could be built. Such bosh wouldn't come out of the cranium of any one with a thimble full of brains.

-Coffins, caskets, and burial cases, at O'Bryan's furniture store, opposite the Court House, very cheap.

### Narrow Gauge Roads.

At the request of D. G. Busn and R. H. Duncan, Esq's., we publish the following article on Narrow Gauge railroads, from the N. Y. Tribune of July 5th : HARROW GAUGE BOADS.

The British Government appointed, in 1869, a Commission to consider what gauge should be adopted for the Indus Valley and other 'projected Railways'. After more than a year of careful ivertigation, this Commission has reported, and within the last month the IIndian authorities have decided on the width of three feet three inches for all State lines. This action extended the parrow-gauge system to nearly 10,000 miles in aggregate length; intending to give all needed facilities to vast areas of territory and immense populations

row-gauge system has yet received, and will greatly influence decisions as to the width of

gauge, the world over. American enterprise has also undertaken he solution of the narrow-gauge problem on grand scale, and will probaly have results offer, in advance of our slower-moving neighbors. Last Autumn a company was formed to build a railroad from Tenver, Colo ado, along the base of the Rio Grand to El Paso in Mexico. This company has adopted a gauge of three feet, and is pushing con struction as rapidly as possible. If the iron is be in operation within 30 days. This line is nearly 900 miles long, and, as it is to depend largely on through business, will have to meet all those questions of construction, equip-

ment, and maintenance that cannot even be known until actually encountered. ... What particular width of gange is absolutely the best, it is perhaps not possible at present to decide, but as there are already projected nearly 3,000 miles of narrow gauge feet, we venture to suggest the establishment of a uniform width of about that measure The confusion, cost, and calamity attending the uncertain, caricious reduction of gauge to the present standard of 4 feet 814 Inches may surely, with a little forethought, be avoided 'new departure.' A further infliction of such exits as 'compromise-wheels' and like ac ided against. A National Railroad Convenequivalent authority, should immedi ately take cognizance of this important matter, and it would be well, too, if a uniform standard for pattern and weight of rail could the same time be agreed upon

It will be observed that the Indus Valley and other 'projected railways' are through lines, and in a country where there are roads of no other gauge. The same are the facts in regard to the Denver and El Paro road, now in the course of construction. Neither of these lines are short connecting links between roads of a different gauge, as will be the L. C. & S. C. road.

### Good News if True.

As we are going to press we are in formed by D. G. Busn, Eeq., that Mr. LEUFER, the chief engineer of the Li. C. & S. C. railroad, has just informed hun that the road, when it will be let next Tuesday, will be let to be graded ten feet wide on top of road bed. This is the width of the Tyrone & Clearfield, and a great many other road beds upon which the ordinary gauge cars are running. What will the leaders in the narrow gauge movement, who so positively asserted that we must have a narrow gauge or nothing say to this? If we have money enough to grade a road for ordinary cars, is not the Pennsylvania railroa! Inputer able to fulfill its part of the contract, and put or dinary cars upon it?

Another Victia to Intemperance. George Fehl, a German, residing in position and stamp, is to be deplored.

Rebersburg, was found dead in his Rebersburg, was found dead in his house on the morning after the 4th of July. He had been drinking to excess the previous night, and when discovered in the morning, was sitting on a chair, with his head down almost to the floor-stark dead! By his side on the table was a soldier's canteen, partly filled with whisky, and a glass half full. He was along in the house du ring the night, his family having been away on a visit to New Jersey. They returned home the same day, but found no father to 'greet them. They saw his face no more, for he had already gone under the sod ! May the Father of the widows and the orphans comfort the afflicted family.

- The only advice we ever heard of the Bellefonte lawyers giving gratis, was that offered by a few of them at the railroad meeting in this place on Satur day night last. They advised the people of Pennsvalley to build a narrow gauge railroad. We suppose they thought if it wouldn't accompdate the people of that valley, it would at least suit the purpose of the narrow gauge lawyers about this town.

-A. E. Sellers, of Buffalo Run, left us sample heads of wheat yesterday that contained 94 full grown grains of wheat each, and specimen of Norway oats, the heads of which meas ured over 13 inches in length.

-- Any printing office in want of an experienced forem in can get one by addressin, the Pulipsburg Journal office,

-A fresh lot of lounges and parfor suits at cost, at O Bryan's, opposite the court house.

#### Rail Road Meeting.

Bellefente Branch of the L. C. & S. C. railroad was held at the Young Men's Christian Association Rooms in this civil war. place on Saturday evening. D. G. Bush presided, and W. H. Blair acted as secretary. A committee, consisting not worth a civil war. Our greatof H. N. McAllister, E. Blanchard and M. T. Milliken, John Irwin, Jr., Daniel Rhodes, E. C. Humes and W. P. Duncan, were appointed to draft resolutions expressive of the sense of the meeting, who after retiring for consultation reported the following:

Resolved, That as stockholders in that part of the line of the Lewighurg and Spruce Creek Railroad, between Bellefonic and the end of Nittany Mountain, we are decidedly in favor of the three feet gauge, provided that it he adopted as the gauge of the entire helicities, believing, as we do, the narrow gauge most profitable to the stockholders and most beneficial to the community.

Short speeches in favor of the resolution were made by Messers, BLANCH ARD. BEAVER. MCALLISTER. MILLIEIN. Humes and Busn, when a stock vote was taken which resulted as follows:

#### FOR THE RESOLUTION.

Valentine & Milliken D. G. Bush	. No	Bhar
D. G. Bush	. 20	- 11
E. C. Humes	. 20	**
Irwin & Wilson	20	14
Edmund Blanchard		**
Chas. M. McCaffery	90	14
M'Allister & Beaver	20	14
D C & I Corto	- 20	
R C & J Curtin	20	
J. D. Bhugert	20	- 14
Dani Rhoads	10	
J & J. Harris	.05	
W P Duncan	08	**
Geo. T Brew	03	
Geo Bayard	02	**
Wm H Blair	63	44
Wm H Blair   Jno Ardell, Jr	02	**
1		
Total	249	
AGAINST THE RESOLUTION		
1		

Total ..... ..... 28

The entire number of share subsori bers to this branch, we understand, it 1760. Showing that but a small amount of it was represented at the meeting. A very significant incident of the meeting, was that Mr. JAMES Summaville, civil engineer and the only practical railroad man in the house,refused to act as a member of the committee on resolutions, saying he would not be committed to narrow gauge, upder any circumstances, and as will be noticed by the vote he cast his own and his father's stock against the res

A LIVE MAN FOUND .-- If you want to see him, go to "Cheap John's," in McClain's Block, opposite the Bush House, Bellesonte. You can buy as much for one dollar, as you can at any other store in Centre county for two. His stock consists of Boots and Shoes, glassware, hosiery, notions, clocks, cutlery and a general assortment o useful goods. Old Fogey storekeepers must get up early and stay up late or they will get beat. Give him a call and be convinced.

- -- Welcome lines to the ladiesmasculines. Among these we notice particularly our young friends (leo. O. Boal, Jas. W. Young and A. G. Hooser.

## John Quincy Adams's Late Letter.

Mr. Adams is not equal to the exigencies of the times. He does not seem capable of appreciating the dan-ger which is threatening the indepennce of the republic, and the liberty of the citizen.

The apparent indifference to vital questions of the hour by men of his thusiast, and has no patriotic, soul inspiring doctrine to promulgate

He says he feels shy of speaking to

any citizen of the subject States. Is not thus an open acknowledgment that he is not equal to the tack incum

bent upon a statesman ? He says, Mr. Vallandigham has reformed the Northern Democracy.'
Then he tel's the Northern Democ

mes that they were corrupt?

Will a Northern Democracy admit 1.

Can got g backway! he as reform Can the acceptance of our present on uation impose to on us by force and fraud be of a advantage to us? Must we only bow our head in

humble submission to this which holds us in its grasp, no matter

how ut just it is?

Mean eknowledge ourselves un aboc to cope with and overcome this centralization of power; the internal policy of the present administration, the Ku Klux bill?

It we are to have a reform let us have one in reality!

Is not the oppression the American people are now submitting to from the General Government severe enough to arouse their energies; their latent spirit of freedom: or must the gall they are drinking be made still more bitter, and the tyrannic load they are staggering under be made still more reavy and burdensome before they will make an effort for reform ?

Mr. Management fully realize that this Union is now held together by force and not friendship.

If we stand ally by and submit with-

out a murmur to be trampled upon, we mnst acknowledge ourselves incapable of self-government and manly action, and give countenance and encourage ment by our inactivity to this imputa-

Mr. Adams thinks that something of a sacrifice is required of us all, to produce a phatform wide enough for every American citizen to stand upon. Is there not danger in putting too Democrat,

many planks into a platform and thus weaken it so that no American citizen A meeting of the subscribers to the can consistently stand upon it with

estety? He says: 'No cause is worth a

Then the causes that produced a war in the days of the Colonies, and made this country a Republic, were grandfathers were in error in fighting for their independence, and we shall but repeat their blunder if we struggle for the rights of the individual States,

If we surrender our separate rights and privileges do we not give up our liberty and continue to augment and strengthen the power which now holds us under complete subjection, and causes a once free and independent people to bow their heads and meekly any, Great Ring, we humbly do thy bidding!

This monstrous iniquity must not go

We must take a bold and determined stand for the future of our homes, Not an hour is to be lost; delay is dangerous, and may be fatal to the

We must free ourselves of this shackle and attempt to right the many politcal wrongs under which we are suffer-

Now is the hour to cast off our lassitude, and buckle on our armor for work and action; to save the Republic. The combinations of the present administration-encouraged by luke warm Democrats-are frightful. The freedom of the people-except to pay taxes to support this tyrannical government-is a mockery, the intrigues of these men are unsurpassed by any

regal court of Europe.
The ignorant have been cajoled, flattered and hoodwinked by the cry of 'thief,' uttered by those who are stealing the liberties of the people, while their attention is drawn in another di-

Ignorance is always a barrier to pro-

You who can comprehend and understand, look at the facts, and ask yourselves if the people of this country are to-day free ?

Opposition to the encroachments of tyrants must originate in the minds and by the will of the enlightened and educated people of the land; the readers and the thinkers.

The cry of reform; a genuine reform, one that will restore the liberty of the citizen, must resound from one end of this country to the other, and in tones which cannot be mistaken, to strike terror into the hearts of the despots and fear into the face of their support

The people must be undeceived if they would improve morally, socially, intellectually, industrially, politically and financially, and become the fore most among nations,

It is folly to expect from our present rulers anything to emulate. They have no isudable ambition; nothing but a sordid selfishness characterize their deeds, and to antiate their morbid appetite is their only desire.

Are not all their doings 'confirms tions strong as proofs of holy writ' that we are gradually drifting to a central-120d power ? Are not these facts that are incontrovertible, sufficient proofs that all the babble of our advancement as a nation, of progress and reform, is a sham and a falselrood?

The liberty of the citizen is losing its vigor, and becoming impotent for good, and destitute of that vitality necessary to insure equal rights to future generations and peace and prosperity o posterity.

Statesmen must see that danger is imminent, and must raise their voice of warning to stay this gathering storm ; or the fairest land, the garden spot of earth, will moan under a ty rannous form of government and watered by the tears of thousands of by neglect, -Pomeroy's Democrat.

## The Destiny of Heligoland.

That Bismarck cherishes a hope that ere he dies, this small island, thirty five miles from the mouth of the Elbe, can be annexed to Germany, 18 more than possible. No difficulty is likely to arise on account of so small a Verlytory. The German theory is the ensuchment of Germany, and this can only be obtained by unity and commerce combined. Supposing it possi ble that on the chance of gaining Heligoland, Germany were to declare war against England, it might be that the Germans, having gained the mand they intended. Their commerce would be ruined for many years were their merchant fleet to be destroyed. The English fleet would have the assistance of the Heligoland pilete, who know the mouth of the Elbe better than any other pilots, and, without landing a man,damage at home and abroad could be inflicted on Germany to a very con siderable amount. Germany can nev er go to war to attain this end Can she then buy it? No! England never sells an inch of territory! Can she bully England out of it? That might be done but we doubt it. It is not a Gibraltar, it is not even fortified, and all the Germans can do is to rave about a standing insult. The inhabitants themselves are not inclined to join a government that would almost immediately deprive them, of their lib erty, and certainly commence, with taxing them. Tax a man and you appeal to his politics: he has no objection to other men paying, but he himself would rather be under a gov ernment which never asks him for a cent. The inhabitants of this Holy Land' are not taxed, and are never likely to be, under the present rule.

The Germans can have but one claim to it. In 1714, it was taken by the Danes from the King of Schleswig-Holstein; in 1807 it passed into the hands of the English. So that all the claim that Germany can put forth is the Schleswig-Holsteiners. - Pomeroy's