

Democratic Watchman

Belleville, Pa., March 8, 1895.

WEN MA'S AWAY.

Wen ma's away it seems'though
Th' sky gets dark an' folks miss know
At sumpin's wrong, an' 'sen it's chill
An' dreary home—in house is still
An' creepin' like—
Wen ma's away.

Wen ma's away they ain't no fun;
I jest set roun' an' can't eat none.
An' feel my heart begin t' sink
At all th' accidents I think
Has happened sure—
Wen ma's away.

Wen ma's away up to that place
Where nary angel's got a face
S' kin'd her, I believe 'till die
An' fol'er her, 'cause I can't try
An' live alone—
Wen ma's away.—Chicago Record.

All is Wreck and Ruin.

Desolate Pic Picture of the Once Glorious Jackson Park.—Only Slowly Disappearing.—The Statue of the Republic Stands Sentinel Over a Confused Waste Instead of a Splendid Court of Honor.

The Art Building, now known as the Field Columbian Museum, is the only building, save one, of the White City that remains as it was during the Exposition.

The Columbian Guard, familiar to thousands, is not quite extinct. Fifteen remain on duty in and around the Art Building, and work in three shifts.

There are three sergeants of the various companies of the old Columbian Guard. They do not wear the Roman sword, as the guard did in the days '93.

A section of the ironwork of the Spectatorium, the only unfinished building of the Columbian Exposition, still remains, but it will soon disappear.

The work of demolition of the whole building has been in process, at intervals, for nearly a year.

The statue of Columbus, which stood before the east front of the Administration Building, is in the rotunda of the Art Building.

It is surrounded by many of the staff flowers which surmounted various buildings.

The German Building over on the lake front, with its gaudy roof and gables, remains as it stood in the days when its musical bells, now in Germany again, charmed the ear at noon and at sunset.

The building is to remain in the Park as a club house.

A SHIP ON STILTS.

The Viking ship, on wooden supports several feet from the ground and under cover, stands east of the east entrance of the center of the Art Building.

The Government Building is still intact, as it was during the Fair. It is vacant, and the zinc eagles which guarded the east and west facades look now as if they had been flucked.

The battle ship Illinois, from the decks of which thousands used to view the fireworks, remains in the same place, with exterior sadly out of repair.

The laddies who are training to be marines live there.

If a cyclone of flames had swept over the great Manufacturers Building it would not have left its acres of iron girders in a more demoralized condition.

They are so twisted and confused that a rabbit would find it difficult to make its way through.

THE SILENT SENTINEL.

Near the ruins of the Peristyle and Music Hall a lonely column, surmounted by a Triton, stands sentinel over the statue of the Republic, which has been printed white except the globe and eagle in the right hand.

The gem of the court, the Macmonnies Fountain, is gone. The wreck is so complete that the place where it stood is not easily discovered.

And yet in the days of the glory of the White City there were all sorts of promises made about preserving the exquisite work.

It actually crumbled to fragments from neglect.

La Rabida stands as it did in the year of glory, but desolate and forsaken. The Casino across the way is gone, and every building south of the convent has been torn down and removed.

There is not a vestige of the Forestry, the Shoe and Leather, the Krupp gun or any other building that stood in that section of the grounds.

Dr. Peabody's dream of a life, the Anthropological Building, has vanished from the earth.

The figures that stood in front of Agricultural Building, down by the lagoon, the two oxen and the two women, stand there yet, signaling to the two figures across the way, the big draught horses and the two men, as they stood when the Venetian carnival was reproduced on the water between, and when there was music from all nations.

The Administration Building, or the site where it stood, is marked by a lot of twisted girders, the remains caused by the fire, of that centre whose illuminated domes by night was a thing of wondrous beauty.

The Children's Building, one of the last to be erected, and one of the most practical in its uses, is almost ready to disappear. It is in a state of dilapidation.

THE WOMEN OF TIME.

The Woman's Building, the first to be completed and the first to be furnished with exhibits, disappeared long ago, and the foundation has been pulled up and carried away.

On the Midway—snow drifts, with here and there a lot of lumber piled away for sale. Not a sign anywhere to recall that strange and always moving section, where bedlam reigned at night, and fakers and sharks and all manner of men plied their calling by day. Not a footstep had broken the snow the other day that lay in drifts where the streets

Genius of Lincoln.

The first time I saw Abraham Lincoln and the impression he made upon me I shall never forget. It was in the days of my early youth, just before the civil war, when I had already been impelled by some unknown though adverse influence to enter journalism in a southwestern city on the border.

Lincoln had very recently emerged from comparative obscurity into national reputation through this memorable canvass in Illinois with Stephen A. Douglass for the United States Senatorship and had been defeated. He visited the city where I then lived as a prospective candidate for the Presidency and had been announced to speak on the issues of the forthcoming campaign, the long deferred struggle between freedom and slavery.

The public was eager to hear him, for it had read his famous debates with Douglass as reported by the press, and he had in consequence an immense open air audience. The reporter who had been assigned to the meeting failed at the last moment to appear, and I went in his place rather reluctantly; I admit, for I cherished a most violent prejudice against the man on whom I had never laid eyes. Like Charles Lamb, I had damed him at a venture.

The cause of the prejudice was that, though a New Yorker, I had been reared in the southwest. I had had Southern boys as chums at college, I had been much in the cotton States, and I was the son of a strong Whig. The Whig party had always favored and been in sympathy with the South (they well deserved the name dough faces), and I had been bred in my father's political school, which as a boy I had accepted unhesitatingly. The very name of abolitionism was detestable to me.

I had a place very near Lincoln on the balcony from which he spoke, though expecting to give only an abstract of his address, for the newspaper I represented was opposed to him and his convictions. He more than realized my anticipations. He was, I thought, the ugliest, most awkward, most common looking man I had ever seen. To imagine him President of the Republic almost made me shiver. The first words he might speak would, I felt sure, repel me even more than his personal appearance had.

That long, lank, disjointed figure, half leaning on the iron railing, that hollow, angular, unsymmetrical face, those few clumsy gestures still live in my memory. So does his voice, which when he opened his lips, had a rather strident, uncultured sound. It was strong, penetrating, particularly earnest, honest, persuasive. And this earnestness and honesty made me forget its rusticity of accent and intonation. It contained, too, a note of sadness, which corresponded to the melancholy expression of his deep, luminous, significant, impressive eyes.

After a few minutes of intent listening, which his perfect simplicity and earnestness commanded, I began to forget his manner in his matter. I lost sight of his appearance as he uttered his undoubted convictions. Nobody who heard him could have questioned for a moment his absolute sincerity, the complete truthfulness of the man. He was the very embodiment of candor, benevolence, straightforwardness. His whole nature seemed to be animated with the highest purpose, the purest of motives.

Lincoln's subject was, of course, "Slavery," the one, the absorbing question of the time. He treated it in the calmest, fairest, most unpassioned manner, though the habit of the day, both North and South, was to look at it altogether sectionally and to discuss it for the most part with ardent bias and temper.

He pointed out clearly, as I remember, the danger of slavery to the whole country; that slavery was as inconsistent with freedom in the North as it was with freedom at home. Whatever slavery might be morally, and he declined then to debate its moral aspect, its political aspects at such a crisis were more important, were vital indeed, to the preservation of the nation. He would give to the South every constitutional right, but it should be remembered that the North also had rights, and that it could not endure continued encroachments, which, a few years before, had never been put forward or even imagined, without losing independence and self respect. The two systems of slave labor and free labor did not believe, could much longer co-exist.

This was, I think, the substance of his speech, but it gives no idea of its impartial character, to which even a Carolinian fire eater could hardly have taken exception. It contained not one rhetorical phrase. It was all reason, practicability, common sense, but intensely interesting. The speaker plainly was not an orator in the usual sense, and yet his effort was the sun of all oratory. It was wholly convincing, wholly unanswerable, and the vast assembly must have so regarded it. The enthusiasm at the close was immense. A new order of politician, the coming man, had clearly been revealed.

I in common with many others stepped forward to grasp his hand. He had won me over completely. From that hour to his death I was his profound admirer, and I revere his memory today as the greatest of all Americans. It may seem nothing to conquer the passionate prejudice of a bumptious boy barely out of his teens. But it is the strongest prejudice that can be cherished and can be conquered only by a combination of the rarest power and the lowest power and the loftiest genius, such as belonged indisputably to Abraham Lincoln.—Junius Henri Brown.

Will Use Pennsylvania Oil.

PHILADELPHIA, Feb. 25.—The great Austrian petroleum refinery at Fiume, which has until recently been using Russian petroleum exclusively to-day purchased 1,224,149 gallons of the Pennsylvania crude product, which will be carried to its destination by the British steamship Rock Light, which sails from this port tomorrow. The cargo will be mixed with the Russian oil which grows of less value yearly, because of the increase of lubricating properties.

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—Mrs. Mulhooly—"An' phwat is your daughter doin' now, Mrs. Mulchey?" Mrs. Mulchey—"Oh, she's takin' up the housekeepin' fad, an' is livin' out at service."

Washington, D. C.—Special Excursions via Pennsylvania Railroad.

The Pennsylvania Railroad Company's excursions to Washington, D. C., offer an opportunity that should not be missed. Apart from the attractiveness of the nation's Capital, the scenery through which one travels en route makes the trip doubly interesting.

But two excursions of the series remain, one on March 21 and the last on April 11. Excursion tickets, good within ten days, and permitting of stock-over in Baltimore in either direction within limit, will be sold at rates quoted below, good for use on dates above named on all trains except the Pennsylvania Limited. Special train of parlor and day coaches will be run on the following schedule:—

Table with columns: Rate, Train Leaves, Arrives. Includes routes to Altoona, Bellefonte, Clearfield, Philadelphia, Altoona, Harrisburg, York, Lancaster, Philadelphia.

Passengers from branch points desiring to take the special train will use the following trains:—to Martinsburg and Hollidaysburg, Accommodation Train No. 412; to Altoona; from Bedford, Train No. 4, to Huntingdon. Return coupons good on any regular train within the limit, except the Pennsylvania Limited.

Tickets on sale at all stations mentioned above. For full information apply to Thomas E. Watt, Passenger Agent Western District, 110 Fifth Avenue, Pittsburg.

"Perhaps you would not think so, but a very large proportion of diseases in New York comes from carelessness about catching cold," says Dr. Chamberlain. "It is such a simple thing and so common that very few people, unless it is a case of pneumonia, pay any attention to a cold. There are a great many cases of catarrh and consumption which have their origin in this neglect of the simplest precaution of every day life. The most sensible advice is, when you have one, get rid of it as soon as possible. By all means do not neglect it." Dr. Edson does not tell you how to cure a cold but will.

Chamberlain's Cough Remedy. It will relieve the lungs, aid expectoration, open the secretions and soon affect a permanent cure. 25 and 50 cent bottles for sale by F. P. Green.

"The trouble with you, John, is," said a lady to her husband, who was suffering from the effect of the night before, "you cannot say 'No.' Learn to say 'No,' John, and you will have fewer headaches. Can you let me have a little money this morning?" "No," said John, with apparent ease.

The blue-bird is hailed as a harbinger of spring. It is also a reminder that a blood-purifier is needed to prepare the system for the debilitating weather to come. Listen and you will hear the bird singing: "Take Ayer's Sarsaparilla in March, April, May."

Tourists.

The new map time table or "fokter" (as it is known in railroad parlance) issued by the Chicago, Milwaukee & St. Paul Railway Co., gives the time of trains to and from Chicago and all the principal cities in the West; contain a new geographically correct map of the United States, as well as some valuable information for persons that are contemplating trip West. It will be sent free to any address upon application to J. S. R. Poir, District Passenger Agent, Williamsport, Pa. Write for one of them.

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FARM FOR SALE.—A most excellent farm of 175 acres well located, good buildings, plenty of water, well fenced and with a few rods of railroad station, can be purchased at a bargain by applying to JOHN P. HARRIS, 1st Nat. Bank Belleville, 39-46 ft.

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FOR 10c, we will send to anyone on mention—10c. ing this publication a specimen copy, with superior color plates (for copying or framing) and 8 supplementary pages of designs (regular price, 35c). OR FOR 25c. we will send also "Painting for Beginners" (90 pages). MONTAGUE MARKS, 23 Union Square, N. Y. 39-19-17.

Paints.

THE BEST INVESTMENT—in real estate is to keep buildings well painted. Paint protects the house and saves repairs. You sometimes want to sell—many a good house has remained unsold for the best part of the rules should be, though, "the best paint or none." That means

STRICTLY PURE... WHITE LEAD You cannot afford to use cheap paint. To be sure of getting the best, look at the brand; any of these are safe: "ARMSTRONG & MEKELVY," "DEYMEYER-HATMAN," "DAVIS-CHAMBERS," "FAHNESTOCK." FOR COLORS.—National Lead Co.'s Pure White Lead Tinting Colors. These colors are sold in one-pound cans, each can being furnished with a small quantity of Strictly Pure White Lead in the desired shade; they are in no sense ready-mixed paints, but a combination of perfectly pure colors in the hands of a painter will give any shade of white lead.

A good many thousand dollars have been saved property-owners by having our book on painting and coloring read. Send us a postal card and get both free.

NATIONAL LEAD CO., New York. Pittsburg Branch, German National Bank Building, Pittsburg, 39-17-11 n r

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Central Railroad Guide.

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Table with columns: READ DOWN, READ UP. Includes routes to Altoona, Harrisburg, York, Lancaster, Philadelphia.

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LEWISBURG & TYRONE RAILROAD.

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"r" stop on flag. † Daily except Sunday. F. H. THOMAS, Supt.

Railway Guide.

PENNSYLVANIA RAILROAD AND BRANCHES. Nov. 23rd, 1894.

VIA TYRONE—WESTWARD. Leave Bellefonte, 8.25 a. m., arrive at Tyrone, 6.40 a. m., at Altoona, 7.40 a. m., at Harrisburg, 12.10 p. m., at Altoona, 1.45 p. m., at Philadelphia, 6.50 p. m.

VIA TYRONE—EASTWARD. Leave Bellefonte, 5.24 a. m., arrive at Tyrone, 6.40 a. m., at Harrisburg, 9.30 a. m., at Philadelphia, 12.17 p. m.

VIA LOCK HAVEN—EASTWARD. Leave Bellefonte, 9.33 a. m., arrive at Lock Haven, 10.35 a. m., at Harrisburg, 10.00 p. m., at Philadelphia, 6.52 a. m.

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WATCHMAN OFFICE.

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