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Professional & Business Cards

ATTORNEYS AT LAW.

D. C. REAMER.....S. W. JOHNSON

M'ESSER & DICKERSON,
ATTORNEYS AT LAW,
Bedford, Penn'a.

Office same as formerly occupied by Hon. W. P. Schell, two doors east of the *Gazette* office, will practice in the several Courts of Bedford county. Pensions, bounties and back pay obtained and the purchase of Real Estate attended to.
May 31, '66—1yr.

JOHN C. KEGLEY,
ATTORNEY AT LAW,
Bedford, Penn'a.,

Offers to give satisfaction to all who may entrust their legal business to him. Will collect moneys on evidences of debt, and speedily procure homicide and pensions to soldiers, their widows or heirs. Office two doors west of Telegraph office. apr6'66-1y.

J. R. CESSNA,
ATTORNEY AT LAW,

Office with *James Cessna*, on Pitt street, in the office formerly occupied by King & Jordan, and recently by Piper & Knepp. All business entrusted to me will receive faithful and prompt attention. Military Claims, Pensions, &c., speedily collected.
Bedford, June 8, 1865.

.....S. C. LONG

SHARPE & LONG,
ATTORNEYS-AT-LAW.

Will practice in the Courts of Bedford and adjoining counties. All business entrusted to their care will receive careful and prompt attention. Pensions, Bounty, Back Pay, &c., speedily collected from the Government.

Office on Juliana street, opposite the banking house of Reed & Schell, Bedford, Pa. mar8'67

JOHN PALMER,
ATTORNEY AT LAW,

Will promptly attend to all business entrusted to his care.

☞ Particular attention paid to the collection of Military claims. Office on Juliana st., nearly opposite the Mengel House. June23, '65.1y

.....JOHN KNOX.

D URBOROW & LUTZ,
ATTORNEYS AT LAW,
Bedford, Pa.,

Will attend promptly to all business intrusted to their care. Collections made on the shortest notice.

They are, also, regularly licensed Claim Agents and will give special attention to the prosecution of claims against the Government for Pensions, Back Pay, Bounty, Bounty Lands, &c.

Office on Juliana street, one door South of the "Mengel House" and nearly opposite the *Inquirer* office.
April 26, 1866-tf.

ESPY M. ALSUP,
ATTORNEY AT LAW, Bedford, Pa.,

Will faithfully and promptly attend to all business entrusted to his care in Bedford and adjoining counties. Military claims, Pensions, back pay, Bounty, &c., speedily collected. Office with Mann & Spang, on Juliana street, 2 doors south of the Mengel House. apr5, 1866.—tf.

M. A. POINTS,
ATTORNEY AT LAW, Bedford, Pa.

Respectfully tenders his professional services to the public. Office with J. W. Lingenfelter, Esq., on Juliana street, two doors South of the "Mengel House." Dec. 6, 1866-tf.

JOHN MOWER,
ATTORNEY AT LAW,
Bedford, Pa.

April 5, 1866.—tf.

KIMMELL AND LINGENFELTER,
ATTORNEYS AT LAW, Bedford, Pa.,

Have formed a partnership in the practice of the Law. Office on Juliana Street, two doors South of the Mengel House.
april, 1866—tf.

DENTISTS.

D. R. H. VIRGIL PORTER,
(late of New York City,)

DENTIST,

Would respectfully inform his numerous friends and the public generally that he has located permanently in BEDFORD BOR. Dr. Porter is constantly availing himself of every late discovery that modern science presents gentlemanly conduct, and, together with his many years constant practice and profound study, feels confident in asserting that he has acquired the most sure, safe, and satisfactory method of inserting his BEAUTIFUL ARTIFICIAL TEETH on new and improved atmospheric principles, that has yet been discovered.

Teeth filled in a superior manner without pain and all operations warranted.

☞ Teeth extracted positively without pain.
feb15, tf.

.....J. S. KIDDOE.....J. S. KNISELY, JR.

DENTISTS, Bedford, Pa.

Office in the Bank Building, Juliana Street.

All operations pertaining to Surgical or Mechanical Dentistry carefully and faithfully performed and warranted. TERMS CASH.

Tooth Powders and Mouth Wash, excellent articles, always on hand.
jan6'65-1y.

DENTISTRY.

J. N. BOWSER, Examiner Dentist, Woodberry, Pa., visits Bloody Run three days of each month, commencing with the second Tuesday of the month. Prepared to perform all Dental operations with which he may be favored. *Terms within the reach of all and strictly cash except by special contract.* Work to be sent by mail or otherwise, must be paid for when impressions are taken. aug3, '66-tf.

PHYSICIANS.

DR. GEORGE C. DOUGLAS
Respectfully tenders his professional services to the people of Bedford and vicinity.

☞ Residence at Mr. Washabaugh's.

☞ Office two doors west of Bedford Hotel, up stairs. aug17-tf

WM. W. JAMESON, M. D.,
Bloody Run, Pa.,

Respectfully tenders his professional services to the people of that place and vicinity. [jan3-6y]

DR. B. F. HARRY,
Respectfully tenders his professional services to the citizens of Bedford and vicinity. Office and residence on Pitt Street, in the building formerly occupied by Dr. J. H. Hoffius.
April 1, 1866—tf.

J. L. MARBOURG, M. D.,
Having permanently located respectfully tenders his professional services to the citizens of Bedford and vicinity. Office on Juliana street, opposite the Bank, one door north of Bell & Palmer's office. April 1, 1866—tf.

JEWELER, &c.

ABSALOM GARLICK,
CLOCK AND WATCH-MAKER,
Bloody Run, Pa.

Clocks, Watches, Jewelry, &c., promptly repaired. All work entrusted to his care, warranted to give satisfaction.

He also keeps on hand and for sale *WATCHES, CLOCKS, and JEWELRY.*

☞ Office with Dr. J. A. Mann. may4

DANIEL BORDER,
FIRST STREET, TWO DOORS WEST OF THE BEDFORD HOTEL, Bedford, Pa.,

WATCHMAKER AND DEALER IN JEWELRY, SPECTACLES, &C.

Has kept on hand a stock of fine Gold and Silver Watches, Spectacles of Brilliant Double Refracted Glasses, also Scotch Pebble Glasses. Gold Watch Chains, Breast Pins, Finger Rings, best quality of Gold Pens. He will supply to order any thing in his line not on hand.
apr.28, 1865—tf.

Poetry.

"IF WE KNEW."

If we knew the woe and heart-ache,
Waiting for us down the road,
If our live could taste the worm-wood,
If our backs could feel the load;
Would we waste in day-dreams wishing
For a time that ne'er can be:
Would we wait in such impatience
For our ships to come from sea?

If we knew the baby-fingers
Pressed against the window-pane,
Would be cold and stiff to-morrow—
Never trouble us again;
Would the bright eyes of our darling
Catch the frown upon our brow?
Would the print of rose-bud fingers
Vex us then as they do now?

Ah, these little low-cut fingers,
How they point our memories back,
To the busy words and actions
Strewn along our backward track!
How these little hands remind us,
As in snowy grace they lie,
Not to scatter thorns—but roses—
For our surging by-and-by!

Strange we never prize the music
Till the sweet-voiced bird has flown;
Strange that we should slight the violets
Till the lovely flowers are gone;
Strange that summer skies and sunshine
Never seem one-half so fair
As when Winter's snowy pinions
Shake their white down in the air!

Lips from which the seal of silence
None but God can roll away,
Never blossomed in such beauty
As adorns the mouth to-day;
And sweet words that freight our memory
With their beautiful perfume,
Come to us in sweeter accents
Through the portals of the tomb.

Let us gather up the sunbeams,
Lying all along our path;
Let us keep the wheat and roses,
Casting out the thorns and chaff;
Let us find our sweetest comfort
In the blessings of *to-day*;
With a patient hand removing
All the briers from our way.

THE GUARD AT FORTRESS ROSS-ROE.

In the silence of the midnight when the lamp was burning low,
On my brain there dawned a vision of the cell at Fort Monroe:
Around its musty portal, dimly lock'd and triply barr'd,
Swept a train of pallid phantoms, in the darkness keeping guard!

And I cried aloud in horror, "O, thou dim and dreadful train,
By what strange unrest art summoned unto Earth and Life again?"
Then a solemn voice gave answer, "From our graves 'neath sod and tide,
We have come to watch his slumbers, through whose wickedness we died.

"From the far off fields we reddened with our blood in fearful rain,
From the boiling waves of ocean, now we rise in might again;
From the graves, a welcome refuge, from the loathsome prison pen,
Come the dread avenging spectres that were starved and tortured men.

"We died starved—*his* fare is dainty—soft and snowy is his bed;
Countless nameless graves bear witness we were low and roughly laid.
But the sleep to which death lulled us by no treason dream was mar'd,
And the angels came from Heaven, and around our rest kept guard.

"Can you marvel that he sleeps not while we stand outside the door?
That he starts in quivering anguish at our hoofs falls on the floor?
Though his prison walls be massive, though his door be closely barr'd,
He beholds us, and he hears us, and he knows we're keeping guard.

"Traitor hearts may yet befriend him, traitor hands may set him free,
He may fly from hate and scoffing, but from us he cannot flee;
When at last to God in Heaven flies his soul, all treason-seamed,
Round about the Throne Eternal he will find us keeping guard!"

Miscellaneous.

THE CENTRAL PACIFIC RAIL-ROAD.

Prospects and Capabilities of the Road—Work Already Done—Effect of the Enterprise, Etc.

I have been sojourning in this town, says a correspondence of the New York *World*—the original of the State—for a few days, and while here have gathered a number of very interesting items of information relative to the Central Pacific Railroad, which road will form the western half of the great continental railroad that, stretching over plain and valley, over the Rocky and Sierra Nevada ranges of mountains, will unite the Atlantic to the Pacific coast; reduce the time taken to make the journey between them from twenty-two days to about ten days; and what is almost as important as the reduction of time, the railroad will do away with sea sickness and its attendant horrors, as well as the dreadful discomforts of a roasting passage through the tropics within the confined limits of a steamship.

When discussing anything connected with this great railroad, almost all who have treated of it, after they have viewed the more than Herculean difficulties it has had to surmount, the good it will accomplish, and the strength it will give to our country; the assistance it will give to the development of the vast and even yet comparatively unpeopled section it will pass through, and the close ties by which it will unite the people of the Atlantic with those of the Pacific—I say when these facts have been brought home to them they have always felt so publish that the carelessness of their feelings could only be reduced by indulging in prosaic figures and flowing expressions, such as the marriage of the Pacific with the Atlantic, the hunting of the Orient with the Occident by iron hands, and many other kindred expressions.

Now, poetry and romance are well enough in their place, and they are certainly not out of it while dealing with the subject of the railroad; but this is peculiarly a hard matter-of-fact age, and the jingle of dollars has more music in it than the jingle of poetry. facts are more acceptable than fancy, and profits than verses. Therefore I propose giving you a short matter-of-fact account of the work that has been and is to be done upon one half of the railroad, of the money-making profits that have already flowed into its treasury from that portion already completed, and of the immense than the future promises, &c., &c.

Although ever since the early discovery of gold on this coast the subject of a continental railroad has been agitated in Congress, and the necessity for it admitted, yet so great was the desire for different sections to possess it, and so ardently did each press its claim for possessing the best route, that the government became bewildered on the subject, and for some time it was questionable whether the road would be built at all. But at last the Central Pacific Railroad Company of California triumphed, not through over-reaching, but through the now universally admitted fact that the route they selected was by far the best and most practicable one, and their desire to build the road on this side the most earnest and determined. But after they triumphed in Washington they had another battle to wage here with the Sacramento Valley Railroad Company, which with its friends now proclaiming with stentorian voices that their route via Placerville and Lake Tahoe, was the best and most practicable over the Sierras, and promised the greatest profits. The Central Company, whose route is by Dutch Flat and Donner Lakes, seeing that capital was being diverted when it should be raised in the great work, and with the object of making theirs beyond all pecuniary question the route, bought out the Sacramento Valley Railroad Company, which road has come to a stand-still fifty-five miles from Sacramento, while the Central Pacific Road is being rushed along eastward as fast as an unlimited army of some ten thousand men, with all the necessary weapons and material, can make it.

The road was commenced in 1865, but opposition and other drawbacks hampered its progress greatly. It is now finished, and the locomotive is running ninety-three miles eastward from Sacramento to Cisco station. This is within twelve miles of the deemed summit of the Sierras. The elevation above the ocean dots the way is as follows: Newcastle, thirty-one miles from Sacramento, 940 feet elevation; Colfax, sixty-two miles, 2,448 feet; Dutch Flat, sixty-seven miles, 3,675 feet; Cisco, ninety-three miles, 5,911 feet. The road is now graded close to the summit, which will be crossed at an elevation of 7,500 feet. By far the most difficult part of the road has now been built; that from the summit down the mountains eastward will be comparatively easy, and the grade light. In coming up, the highest allowed grade, 116 feet to the mile, is but once reached; the average ascending grade to the summit is but 75 feet to the mile. In descending the eastward side of the Sierras, ninety feet will be the greatest descending grade, and the average only forty feet. When the eastern base of the Sierras is passed, there is almost a natural grade to the western base of the Rocky Mountains. This part of the road can be built ten times more rapidly and about as much more cheaply than that already done. All the hard work came at first when the company were struggling with not a sea only, but seas of opposition, and while the funds in their treasury were not as plenty as now. Had this road fallen into the hands of speculators it would probably never have been built, but it was taken hold of by a number of the richest and most enterprising men in the State. They have given it and are still giving it all their time, their energies and their influence, and whose all their money. All the money, State and national monetary aid that was secured has been thrown into the work; and this herculean earnestness that has characterized its managers was what silenced opposition more than anything else, so that its bravest greatest detractors are now its warmest friends. And it was no sentimental wish alone to see the road completed that made its owners give to it so invisibly. They know well the great pecuniary profits that the yet comparatively undeveloped resources of the extensively rich country that is waiting for the development that the road will give; and they know, also, that every dollar expended upon it will come back with interest in a very near future after its completion, and that one share in their hands with the road built will be worth two while it is unfinished.

The road will be complete to Virginia City, Nevada, 156 miles from Sacramento, in the latter part of 1867; to Austin, 229 miles, by the fall of 1868; to Salt Lake City, 585 miles from Sacramento, in January, 1870; and if not there met by the Union Pacific Railroad, the company will keep on pushing eastward until they are stopped by the Union in its westward progress. The road thus, with its equipment thus far has cost about $9,000,000, and before it is entirely finished to the State line, 156 miles from Sacramento, it will cost about $2,000,000 more. These figures tell the story of what difficulties had to be overcome. Had not the utmost carefulness been observed, too, these figures would have been greatly exceeded. At first, indeed, it was thought the cost of labor would be an insurmountable obstacle; and it might have been had not the company inaugurated a new industrial weapon by using Chinamen, of whom they employ some 8,000, at $30 per month. It has been found too, despite prophecies to the contrary that this class of labor is much more trustable than white, almost if not quite as effectual, men for man, and about fifty per cent. cheaper. In addition to Chinese laborers there are about 2,000 whites employed (all that can be obtained) who are paid an average of $40 per month, and are also boarded, which the Chinese are not. 1,200 horses and mules, and as many carts are used, and 750 kegs of blasting powder, costing $4 per keg, are daily consumed. These forces are used on the building of the road alone, and are exclusive of the forces employed on the portion finished. For about fifteen miles this side of the summit of the Sierras the road has had to be run through solid granite; drilling and blasting, therefore, are constantly kept up, and all along this route there are three gangs of laborers, each of which work eight hours, the night and day the rock all the *seven* days of the week.

The earnings of the road have been as follows, in gold: In May and June, when it was running only to Colfax, sixty-two miles, the receipts were $65,000 for the first month, and $67,000 for the last. In July, Alta station, sixty-nine miles, was reached, and the receipts were $85,000; in August the receipts were $102,000; in September, $154,000; in October, $227,000.

Fourteen dollars per ton is the rate on freights to Cisco; passengers, $9.50 each. The ranges from freights just now are about four times as large as those from passengers. These prices may, perhaps, seem high when compared with the tariffs of some of your eastern roads; but they are low, indeed, compared with those charged by mail like ox or mule teams. Already the merchants and mine owners of Nevada are effecting a saving of about twenty per cent. on the freight bills of their supplies, and when the road is completed to that State they will save much more, both in money and time, while perishable articles, which formerly suffered greatly through the rough carriage by teams over mountain roads, will now be delivered to them uninjured. Illustrative of what people who are without railroad communication have to pay for freights, I may mention the fact that last season $8,000,000 worth of goods were purchased and sent via the Missouri River to Montana; the freightage upon these was $2,000,000, or one-third their entire value. Wells, Fargo & Co. *charge* seventy-five cents per pound in gold for the stage freight from San Francisco to Salt Lake, seven hundred and ten miles, and fifty cents to Austin, three hundred and twenty miles. Teams charge about one half these rates from Sacramento. In the year 1866—a dull one, by the way—the President of the Gould and Curry Mining Company estimated that had there been a railroad running to Virginia City, the company would have saved in that year nearly $2,000,000 in gold on freights. The cost of transporting goods to the mines of Nevada might with truth be called terrible. At least $90,000,000 per year is thus run away with; and in view of these facts the wonder is that the companies, on even such an unparalleled rich lode as the Comstock, can struggle under such burdens, pay $15 per cord for fire wood, $3.50 per day in gold to laborers, and yet pay monthly dividends of from 2 to 5 per cent. in gold. The cost of working the paying mines of Nevada will be reduced fully one-half when the road is built, and thousands than can not be developed now, because of enormous expense, can and will be when the road is built.

In addition to the profits that will flow to the Central Pacific Railroad Company from the running of their road, the munificent landed grants of Congress will have placed in their possession millions of acres of as fine agricultural and timber lands as can be found within the limits of the United States, from which they will draw vast revenues. Nevada is almost destitute of timber, and, even for firewood, $15 per cord has to be paid by the mining companies, and for the more valuable used for timbering the mines and other purposes, from $40 to $60 per cord is charged in Virginia City. The amount required for timbering a mine may be guessed when I state that it has been repeatedly asserted, and never contradicted that to timber the Gould and Curry mine took more lumber than was used to build Virginia City, a town of frame houses that accommodates 15,000 inhabitants. All the timber required by the State of Nevada can be supplied by the railroad company for an least fifty years, and the income they will derive from this source alone will pay a fair percentage on the cost of the entire road through the Sierras.

I have here briefly touched on this road, which to us of this coast, is of more importance than any other subject that can be discussed, and what time I have given will doubtless interest many of your readers, for a large part of the stock in it is held by New Yorkers, we being, as usual, too poor to keep it all at home. I have not gone deeply into the subject of facts and figures for they would be tiresome and unnecessary—prominent facts only have been touched upon. But if those of your citizens who own interests in the Central Pacific Railroad do not receive larger profits from it than are derived from the stock of any other road, not even excepting the Panama Railroad, then facts and figures will be, despite the perverse to the contrary, and have lost their use for making calculations.

It was thought at first that the deep snows of winter would greatly impede travel upon the road in the Sierras, if it did not entirely suspend it. But the anticipated trouble from this source has [illegible] overcome by snow plows, and the road has been open for passengers, although very heavy storms have occurred this winter. I have passed over these times over the road, once in January, in deep snow, again the middle of February, and a third time this week. On my last trip I had a very good opportunity to see the road thoroughly, and can testify that it is in first class style throughout, and my last trips have convinced me that snow can be no obstacle in the way of the road that is not always be easily overcome.

Of the grandeur of the mountain peaks, many of which rise to an altitude of from 12,500 to 14,000 feet; of the deep and often apparently fathomless gorges; of the gigantic trees; of the crystal lakes, mountain waterfalls, and rivers; of the lights and shades, and of the gorgeous views from the tops of some of the peaks; of the rarified and clear atmosphere; of the lonely and delightful mountain air—of these and a thousand other kindred subjects I will say nothing further than to prophesy that, when the road is completed throughout its whole length, American tourists will here find a chain of lofty and glorious mountains that will prove to their delighted senses that their own land contains all that can be found within the boasted limits of the Alps, and that to enjoy such sights they need no longer cross the Atlantic.

ABOUT EDITORS.—Benjamin Franklin has the credit of saying that "the best editor is sensible," by which he probably meant that the editor who recognizes the fact of there being in the world many good writers beside himself and avails himself of the good things they have written, will make the most interesting and acceptable newspaper. Men who know most about making newspapers, do not estimate an editor's labors by the number of columns he writes, but by the general completeness and finish of his paper as a whole. The following paragraph written by an Englishman of large experience, contains the gist of the whole matter:

"A good editor, or competent newspaper conductor, is like a general or a poet—born not made. Exercise and experience give facility, but the qualification is innate, or it is never manifested. On the London daily papers all the great historians, novelists, poets, essayists and writers of travels, have been tried, and nearly every one has failed. 'I can,' said an editor of the London *Times*, 'find any number of men of genius to write for me, but very seldom one of common sense.' Nearly all successful editors are of this description. A good editor seldom writes much for his paper; he reads judges, selects, alters and combines; and, after doing all well, he has but little time for composition. To *write* for a paper is one thing—to *edit* a paper is another."

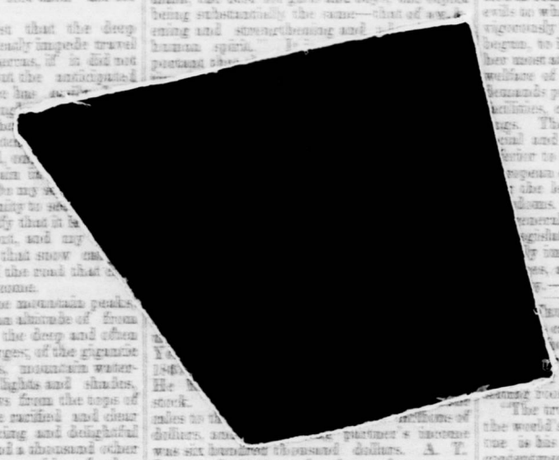
GOD protects men when they are in his way, but not out of his way.

HIGHER EDUCATION OF GIRLS.

If the true greatness of a nation depends as much on its women as on its men, too much stress cannot be laid on the paramount importance of educating our women in such a manner that they shall be prepared by suitable physical training and mental culture to discharge their duties in the domestic and social circle, aiding and counselling their husbands and brothers, and moulding the plastic minds of their children into all the forms of goodness, patriotism and self-denial. Thus prepared and thus discharging their positive duties, the question of the privileges to which women are entitled as members of the community, and to which they may lay claim in the body politic, will admit of easy solution. The subject is suggested to us by a paper on the "Higher Education of Girls," by Miss Emily Davies, part of which is given in the *Massachusetts Teacher* for November. When a woman speaks to her sex it is always with sympathy, and generally with a knowledge of the theme which moves her to address them. In the present instance no flattery is used. Actual wants and deficiencies are pointed out, a distinct admission of which is to be a prelude to the needful reform. We are told by Miss Davies of the small esteem for their intelligence and good sense in which English women of the middle class are held, of a habit of exaggeration as a feminine characteristic, of moral weakness not compensated for by bodily strength, and of want of health so general in the sex. Women precluded from wholesome sources of excitement in towns, resort to such as are unwholesome, and fall into indolent habits, with their resulting bulimia. In times gone by, circumstances provided a discipline which is now wholly wanting, and which needs to be supplied by wider and deeper cultivation. Men overtax their own brains, and, by a fascination of vicarious rest, are quite content that women should be kept in a state of wholesome rest. This system tells in different ways. Some girls fret and pine under it; others are content to idle about from morning to night acquiring "indolent and desultory habits, hard to break through when, later in life, the demand for steady, methodical exertion comes upon them. What," asks Miss Davies, "do ladies talk about at morning and evening parties? Children, servants, dress and summer tours constitute the staple of conversation, which, after awhile, jags, and leaves the tired countenances to express the vacancy within." "Of literature women of the middle class know next to nothing."

Can we say much of that of the higher class? The cunningly-arranged bookseller's circulating library, in which smooth rule forms largely predominates, is a fair criterion of the range and taste of lady readers. The assertion that newspapers are scarcely supported by women at all must be received with large allowances in this country, where women are quite as much readers of newspapers as the men. "When political or social questions are based upon their action they commonly judge them from some purely personal point of views; an infirmity this we may add, not confined to the fair sex. We like much the sentiment contained in the following words. "The want of hearty sympathy, not only between the classes which are divided by broad and easily recognized distinctions, but between those which are separated by lines so shadowy that looked at from above or below, they are scarcely discernible, is one of the most serious impediments to social progress, and it is one which a better and more widely diffused culture ought to do much to remove.

As great things are expected from a reform in secondary instruction, it is reasonable to ask that such reforms as may be possible shall be on the widest basis, and not omitting any really important section of society. No particular scheme is offered to meet these requirements by a selection of the most appropriate studies, and adjustment of time for each. When the discovery of a perfect plan is reached, "it will probably be found, also, that the same course, is, in the main, the best for girls and boys, the object being substantially the same—that of [illegible] ening and strengthening and [illegible] human spirit. [illegible] portant [illegible]



[illegible] Gentleman.—The following [illegible] called the portrait of a true gen- [illegible] found in an old Manor House in [illegible] shire, written and framed and [illegible] the mantelpiece of a tapestried [illegible] room:

"The true gentleman is God's servant, the world's master, and his own man; virtue is his business, study his recreation, contentment his rest, and happiness his reward; God is his father, the church is his mother, the saints his brethren, all that need his friends; devotion is his chaplain, chastity his chamberlain; sobriety his butler, temperance his cook, hospitality his housekeeper. Providence his steward, charity his treasurer, piety his mistress of the house and discretion his porter, to let in or out as most fit. This is his whole family made up of virtue, and he is the true master of the house. He is necessitated to take the world on his way to heaven; but he walks through it as fast as he can, and all his business by the way is to make himself and others happy. Take him in two words—a Man and a Christian."

THE FLIGHT OF TIME.—There are many things of which we have a much more vivid perception at some times than at others. The thing is before you; but sometimes you can grasp it firmly—sometimes it eludes you mistily. You are walking along a country path just within hearing of distant bells. You hear them faintly; but, all of a sudden, by some caprice of the wind, the sound is borne to you with startling clearness. There is something analogous to that in our perceptions and feelings of many great facts and truths. Commonly we perceive them and feel them faintly; but sometimes they are borne in upon us, we cannot say how. Sometimes we get vivid glimpses of things which we have often talked of, but which we had never discerned and realized before. And for many days it has been so with me. I have seemed to feel the lapse of time with startling clearness.

I have no doubt my reader, that you have sometimes done the like. You have seemed to actually perceive the great current with which we are gliding steadily away and away.—*Fraser's Magazine.*

THERE is often but a slight seperation between a woman's love and her hate. Her keen teeth are very near her sweet lips.

THE GROWTH OF PHILADELPHIA.

The population of Philadelphia is now greater than that of any European city, except London, Paris, and probably Constantinople. The prominent and populous European cities rank as follows: Berlin (in 1865), 547,571; St. Petersburg (in 1858), 520,153; Vienna (in 1857), 476,222; Liverpool (in 1866), 488,337; Naples (in 1862), 447,049; Glasgow (in 1866), 432,265. Philadelphia contained, in 1860, 565,52, and has since, no doubt, been increased to upwards of 700,000, and may now reach 750,000. The population of London, according to the census taken last year, was 3,037,393, and of Paris, according to the French census of 1866, 1,829,274. The growth of this city has been so steady, and uniform, its prospering rests on such a solid basis, and there are so few obstacles in its indefinite expansion, that it is probably destined at no distant period to become one of the most populous cities in the world, to rival Paris or London, as it has already outstripped Vienna, Berlin, Naples, and St. Petersburg. The causes of the growth of modern cities is a subject well worthy of investigation. The influence of central governments, with the attractions of glittering courts, and the expenditure of public money, have built up the European capitals, but in the United States only Washington and the seats of State governments are sensibly advanced in this manner. Our leading cities must depend upon the amount of general business transacted, and the inducements offered as permanent or transient residences to those who derive a livelihood from industrial operations which they do not personally superintend, from estates, mines, manufactories, stocks, or fixed incomes. Philadelphia unites in a greater degree than any other city both these requisites. Her natural facilities for business have been severely tested by serious visitations. She has in turn enjoyed and lost the pre-eminence of being the capital, the leading seaport, and the financial centre of the nation. Various forms of commercial activity have, at different times, grown into great importance, and subsequently been destroyed by unavoidable changes in the currents of trade. But she has nobly surmounted all these difficulties. Baffled in one direction she has turned to another, and fully recovering from these temporary disasters, has gone steadily onward, constantly swelling the volume of her financial transactions and increasing the business connections of her citizens. She has thus shown a steady vitality that cannot fail to exert a favorable influence upon her future career, and that demonstrates the value of her many natural advantages for manufactures and for domestic commerce, as well as of her immediate connection with one of the most prosperous and productive portions of the Union. Constant vigilance and enterprise are required in these days of super rivalry to preserve her due share of the business which should naturally accrue from geographical position and present development; but if they are displayed the sources of useful and profitable employment will increase even more rapidly than her population. The growth of cities is not, however, dependent exclusively upon the extent of their business. Their attractions as a place of residence are of great importance, alike to the crowd of laborers who form the bulk of their population, and to those who are enabled to select their homes without reference to pecuniary considerations. An abundance of wholesome food in convenient market places, cheap and commodious dwellings, pure water and gas, clean and well paved streets, healthful location, convenient facilities for travelling at all times from one locality to another, brilliant shows, commodious hotels, spacious parks, churches, schools amusements, libraries, literary and scientific institutions, combine to retain and attract, while any marked deficiency of an important requisite repels, population. In its general features, Philadelphia is by universal confession one of the most delightful places of residence in the country, and she will preserve this character by prompt action in removing the minor or temporary evils to which we frequently advert, and by vigorously following up the efforts already begun, to increase the usefulness of many of her most attractive public institutions. The welfare of her toiling people imperatively demands pure water, unrestricted railway facilities, cheap gas, and comfortable dwellings. The more luxurious classes find here social and intellectual attractions scarcely inferior to those which draw to the great European centres for a large portion of each of the leading families of the respective [illegible]doms. If we continue to provide for [illegible] general necessities by sagacious municipal legislation and individual effort, and [illegible] improve our natural business advantages, a grand future evidently awaits [illegible]s.—*Press.*

HAIR WASH FOR DANDRUFF.

A correspondent writing to us requests a receipt for preparing "bear's grease," to prevent his hair falling out, and to free his head from dandruff. We are not acquainted with any preparation of bear's grease which is capable of affording such important results. If there is any virtue in bear's grease to accomplish such objects, we think the genuine article must be superior to any chemical preparation of it, and the only way to obtain it pure, to a certainty, is to nab "Bruin," and make sure of his pelt.

We give as follows, however, a very good receipt, for making a hair-wash which will remove dandruff and keep the scalp clean and soft, so as to prevent the hair in ordinary circumstances, from falling out: Take one pint of alcohol and a tablespoonful of castor oil, mix them together in a bottle by shaking them well for a few minutes, then [illegible] Alcohol dissolves castor oil, like gum camphor, leaving the liquid or wash quite clear. It does not seem to dissolve any other unctuous oil so perfectly, hence no other is equally good for this purpose.—*Scientific American.*

"THERE'S ER."—We often hear of remarkable cases of absence of mind. Here is one equal to anything we have seen lately. The man was doubtless a very interesting head of the family:

"I say, cap'n," said a little keen eyed man, as he landed from the steamboat Peninsular at Natchez. "I say cap'n this here ain't all."

"That's all the baggage you brought on board, sir," replied the captain.

"Well, see now. I grant it all O K according to the list—three boxes, three chests, two bun boxes, a port manty, two hams—one part cut—three ropes of onions and a teakettle; but you see, cap'n, I am dumbersom. I feel there's something short. Tho I've counted them nine times, and never took my eyes off 'em while on board, there's something not right somehow.

"Well, stranger the time is up; there is all I know of; so bring your wife and five children out of the cabin, and we are off."

"There's 'em darn it; there's 'em! I knowed I'd forgot something."

A PROTEST AGAINST INJUDICIOUS EARLY RISING.—Dr. HALL, in the February number of his *Journal of Health*, says: "One of the very worst economies of time is that filched from necessary sleep. The wholesale but blind commendation of early rising is as mischievous in practice as it is arrant folly in theory. Early rising is a virtue against the noblest part of our physical nature, unless it is preceded by an early retiring. We caution parents particularly not to allow their children to be waked up in the mornings; let nature wake them up she will not do it prematurely; but have a care that they go to bed at an early hour; let it be earlier and earlier, until it is found that they wake up of themselves in full time to dress for breakfast. Being waked up early, and allowed to engage in difficult or any studies late and just before rising, has given many a beautiful and promising child brain fever, or determined ordinary ailments to the production of water on the brain."

EXCELLENT RECIPE FOR TEMPERANCE.—A clergyman in his travels met with an emigrant journeying with his family to the fertile regions of the Mississippi. All his worldly goods were packed on wagons, and on one of the wagons there hung a huge jug with the bottom knocked out. He asked him why he carried that jug with him. "That's my Taylor jug, (said he. "And what is a Taylor jug?" asked my friend. "Why," said he, "I had a son with General Taylor's army in Mexico, and the old general told him to always carry his whiskey jug with a hole in the bottom. Since that time I have carried my jug as you see it, and I find it the very best invention I ever met with."

OLDEN TIMES.—Long ago in Massachusetts, it was the custom for a person to go about the meeting house during divine service, and wake up the sleepers. He bore a long wand, on one end of which was a ball and on the other a fox's tail. When he observed the men asleep, he rapped them on the head with the knob, and roused the slumbering sensibilities of the ladies by drawing the brush lightly across their faces.

CHILDREN may teach us one blessing, one enviable art—the art of being easily happy. Kind nature has given to them that useful power of accommodation to circumstances which compensates for many external disadvantages, and it is only by injudicious management, that it is lost. Give him but a moderate portion of food and kindness, and the peasant's child is happier than the duke's; free from artificial wants, unsatisfied by indulgence, all nature ministers to his pleasure. He can carve out felicity from a bit of hazel twig, or fish for it successfully in a puddle.

A turbine water wheel is about to be placed in position for a slate quarry in Wales, with a fall of 1,000 feet. This is believed to be the greatest height of fall ever made use of for motive power; the nearest approach to it being in Black Forest, in Germany, where a turbine works under a fall of 800 feet.

PROFESSOR AGASSIZ devoted considerable space in his last able and interesting lecture to proving that man is *not* descended from the monkey. This he successfully established. Whereupon Mr. George Bancroft and General Prosper M. Wetmore moved a vote of thanks to the lecturer, which was carried amidst much enthusiasm.

FLAKE'S Galveston Bulletin says that it is "informed that since Christmas about sixteen thousand freemen have gone back to Louisiana from the northern counties of this State." The allegation is that Louisiana laws are more just and equitable for the freedmen than those of Texas—that the labor laws of this State, and the sentiment by which they are interpreted and administered, is such that the blacks gladly seek a home in Louisiana.

HE who is passionate and hasty is generally honest. It is your cold, dissembling hypocrite of whom you should beware. There's no deception in a bull dog; it is only the cur that sneaks up and bites you when your back is turned.

AN individual who was sent to jail for marrying two wives, excused himself by saying that when he had one she fought him, but when he had two they fought each other.

MR. PALMER, of Niblo's Garden, New York who is now in Europe, writes that he has secured a novelty for next season that will outrun the "Black Crook."