Miscellaneous.

THE STORMING OF STONY POINT.

The time fixed for the assault was the night of the 15th of July. Starting out from Sandy Beach, fourteen miles above Stony Point, at noon on this date, Wayne and his 1200 infantry took up the line of march over roads and paths so excessively bad and narrow that it was eight o'clock in the evening before the van reached the enemy's position. Compelled to pass over high mountains, across deep morasses, and through difficult ravines, the column was stretched out the greater part of the way in single file, and only recovered its formation at the final halt. The point where they stopped was near the house of one Springsteel, a mile and a half from the British works, and there Wayne made his last dispositions for the assault. First he went forward with his principal officers, and reconnoitred the approaches to the fort. Returning, he divided his force into two storming columns—so far modifying Washington's plan, which proposed but one such column—and arranged all details. It is interesting to note that one of the last things the bold soldier sat down to do was to write a letter to a friend, expressing his emotions on the eve of the desperate work he supposed he had in hand, and to request that the education of his children be provided for 'I am called to sup,' he wrote, 'but where to breakfast? Either within the enemies' lines in triumph, or in another world.'

The plan as finally decided upon was to advance simultaneously, on the right and left, and break through into the works from nearly opposite points. His right column, which Wayne made the strongest, was composed of Febiger's Virginia men, then Meig's Connecticut, with Hull's Massachusetts following. The left consisted of the Pennsylvanians and Marylanders, under Butler, and Murfree's North Carolinians in the rear The final instructions to the corps were pointed and imperative. Both columns were to move to the assault with unloaded muskets, and do the work with the bayonet alone. If any man should attempt to load his piece on the way, he was to be put to death upon the spot. The utmost silence was to be observed until the parapet of the main work was gained, when all, as they entered, were to shout the watch-word of the night—"*The fort's our own!*" To distinguish them from the enemy in the darkness of the night, every soldier and officer was ordered to fix a piece of white paper in "the most conspicuous part of his hat or cap." That the main bodies might meet with as few obstacles as possible in their forward course, each was to be preceded by a "forlorn hope," which was to act as a surprise party; and still in front of this were to be placed twenty volunteers, under a determined officer, who were to cut away the abatis. For the column the "forlorn hope" consisted of 150 men, under the gallant De Fleury, and the advance guard of twenty, under Lieutenant Knox, of the Ninth Pennsylvania; for the left column Major Steward led the one party, and Lieutenant Gibbons, of the Sixth Pennsylvania, the other. These officers had been assigned to these posts of honor either by lot or because of their previous knowledge of the ground. Finally, all things arranged, the whole body moved forward, at half past eleven o'clock at night, with a steadiness and determination that augured nothing but success.

As in the case of all military exploits where victory depends upon precision and rapidity, the assault which now occurred was accomplished in a remarkably brief space of time. Three-quarters of an hour after midnight, and all was over. Even Cæsar's condensed dispatch would have been too long to announce the result. The light infantry came, and conquered. They "saw" nothing; it was dark.

Twelve o'clock was the time for the actual charge to begin. To reach the Point within assaulting distance it was necessary to cross the intervening marsh as quickly as possible. Here there was an unexpected obstacle in the overflow of the tide, and twenty minutes were lost—valuable time just then, but fortunately not a fatal loss. As the two columns neared the enemy, Murfree and his North Carolinians, by previous instructions, took position directly in front of the British works, and opened a rapid and continuous fire, for the purpose of drawing attention to themselves while the storming parties moved on silently on the right and left. This ruse contributed to the night's success. Immediately there is hot work in progress. The hoped-for *surprise* is out of the question, for the enemy's pickets have given the alarm. In ten minutes every man of the garrison is up, completely dressed, and at his proper station. If the fort is to be taken now, only hard fighting can do it. Meanwhile a mighty courage and resolution seem to urge on the American infantry with an irresistible momentum. The valient Wayne, determined to share the perils as well as the glories of the enterprise, leads the right column, spear in hand. Not a man falters. As they approach the two formidable lines of abatis which stretched across the Point in front of the main works, the fire from the enemy's musketry becomes "tremendous and incessant." Although on account of the darkness much of its effect is lost, men nevertheless here and there begin to fall in the ranks of the light infantry. Lieutenant Colonel Hay, of Pennsylvania, "bravely fighting at the head of his battalion," is wounded in the thigh. Captain Ezra Selden, of Lyme, a handsome young officer, fresh from Yale College at the opening of the war, but now a veteran of four campaigns, and belonging to Colonel Starr's First Connecticut, receives a well-nigh fatal wound in the side. Though weak from loss of blood, he makes his way into the fort. A shot breaks the standard of Meig's regiment, but Ensign Ichabod Spencer tears the colors off, winds them round his arm, and keeps charging on. Out of twenty of one of the advance parties, seventeen are either killed or wounded. But on, on, the two columns go. The ascent is rocky, even precipitous. It takes time to open a passage through the obstructions, and men continue to fall. At the second abatis Wayne receives a flesh-wound in the head. Thinking it fatal at the moment, he calls on his two aides, Captains Fishbourn and Archer, to carry him along, that he may die in the fort. In five minutes more the work is done. The head of the right column reaches the sally-port of the main fort first, and the first man in it is De Fleury. "The fort's our own!" he shouts, and then strikes the enemy's colors with his own hands. Right after him, spreading along and climbing over the parapet, follow the forlorn hope and main column. Lieutenant Knox is the second man in. Sergeant Baker, of Virginia, wounded four times during the assault, is the third. Sergeant Spencer, from the same state, is the fourth, with two wounds. Wounded twice also is Sergeant Donlap, of Pennsylvania, the fifth man over the works. The rest come swarming in. On the other side the left column appears at nearly the same time. "The fort's our own! the fort's our own!" resounds from every quarter. The Americans dash in among the astonished British, and ply the bayonet with terrible energy, driving them into the corners of the work, and compelling their instant surrender.—H. P. JOHNSTON, in *Harper's Magazine, for July.*

MAKING SHINGLES IN THE DISMAL SWAMP

As we plunged deeper into the swamp the trees increased in size. Here and there a black pool of water lay gleaming sullenly, hiding, as it were, among a thick growth of rank ferns and venomous-looking flowers. Vine-covered cypresses rose high aloft, the inevitable streamers of gray moss hanging motionlessly pendent. The noise of the shingle cutters sounded ever more clearly, like the rapping of a gigantic woodpecker—"tap, tap, tap; tap, tap, tap"—as they chopped out the shingles, the sound of the voices of the invisible workmen and an occasional burst of laughter echoing mysteriously in the gloomy and otherwise unbroken solitude; and so we came upon the shingle centre.

The workmen had just excavated a log, the butt or root part within a few inches of the surface of the ground, the stem at the farther end some two or three feet below. At about twenty feet distance from the butt a young man was busy sawing through the log. His cheeks were hollow, his features angular, a general cadaverous look betokening chills and fever. The saw had a handle only at one end, like the instrument used for cutting ice. The sharp end struck deeply into the ground at every movement, but was not dulled, because of the entire freedom from grit of the soil, composed as it is of decayed bark and vegetation.

We watch with interest, taking a sketch in the meantime, until the log was sawed through. It now made a section about twenty feet long, and comparatively easy to handle. The gang, composed of half a dozen hands, now set to work to raise it from its resting-place, with long levers of stout saplings, the process accompanied with many grunts and oaths. It was a picturesque sight—the men in their red and blue shirts straining and tugging at the giant log that lay in its long, grave-like cavity At length it starts at one end with a sucking noise as it leaves its oozy bed, is gradually raised to the surface, and is finally rolled bodily out of its excavation to the fresh air, where it lies like some newly disinterred antediluvian monster, huge, black, and slimy.

"A purty good log," says one of the men, as he draws the sleeve of his red shirt across his sweat beaded brow.

When the log is thus finally raised it is sawed into sections each about two feet in length; these are then split down to the requisite thickness for shingles. The logs are first discovered by means of a sharp iron stake, which is thrust into the ground wherever a slight mound-like elevation betokens the probable presence of a log or logs beneath. If the point of the stake strikes the hard surface of wood instead of sinking easily into the morass, the soil is cleared away, and a square foot of the stump exposed. The practiced eye of the shingle man can tell at once whether the log is useful, the requisites for use being straight grain throughout, with no knots, soundness and no decay. If a sound, good log, it is then uncovered, sawed through, and raised.

When the log was completely raised, our guide resumed his work, splitting the sawed sections up into shingles. Taking a seat on one of the dryest of the fallen logs, he took a large "chunk" upright between his knees. He used a broad knife-blade, with a long wooden handle, which he placed on the log driving it into the wood with a heavy hard wood mallet such as is used by sculptors and stone-carvers. At a little distance from him a shaggy-looking fellow with red shirt and patched trousers was sitting at a shingle horse, shaving the split slabs of wood smooth and tapering. Beside him lay a pile of clean, crisp-looking shavings, emitting that odor peculiar to well-seasoned cypress. The horse used is the ordinary cooper's horse, and needs no special description. From this point the shingles are carried to the road-side, to be handy for transportation.—HOWARD PYLE, in *Harper's Magazine for July.*

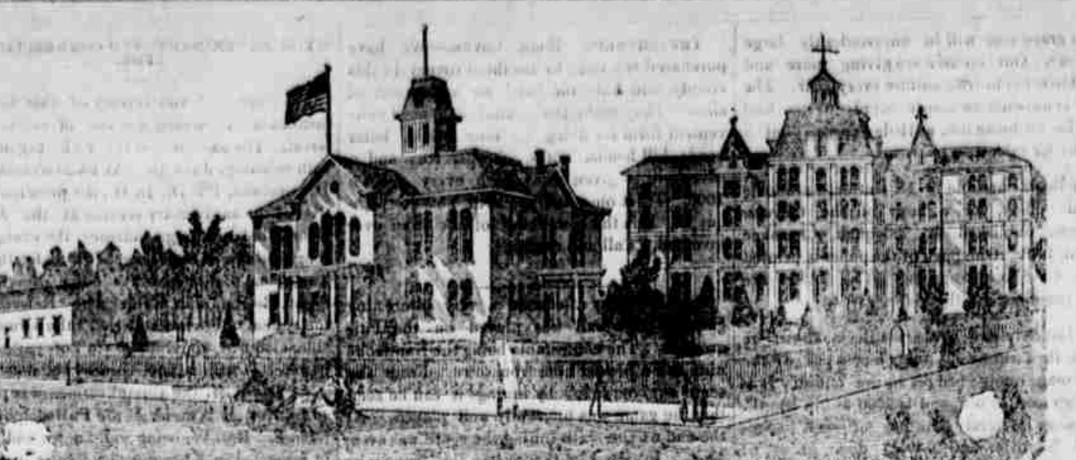
Grand Master.

The Lieutenant of the Order of Malta, otherwise known as the Sovereign Order of St. John of Jerusalem, has just been raised by the Pope to the dignity of Grand Master. Since the beginning of the present century this high title had been in abeyance, but Count di Santa Croce, an Austrian peer of Tyrolese origin upon whom the honor has devolved, will at once assume the rank of a Sovereign Prince and the title of Serene Highness, which are appendages to the dignity of Grand Master of the Knights of Malta. The seat of the order is at present in Rome, where it possesses a magnificent mansion, situated in the midst of a large garden on the Eastern slopes of Mount Aventine. Monastic orders having been suppressed in Italy, the Knights of Malta exist at present as a benevolent society devoted to the care of the sick and wounded in times of peace, as well as on the battlefield. They possess and administer hospitals at Jerusalem, Naples and Milan, and in Germany they have organized three ambulance trains of forty wagons each, which were of much use in the late wars. The members of this most ancient order, which was founded in the Holy Land in the year 1048 under the title of St. John of Jerusalem, bore, for upward of two centuries, the name of Knights of Rhodes.

For years no one had supposed that a lump of soft coal, dug from its mine or bed in the earth, possessed any other purpose than that of fuel. It was next found that it would afford a gas that was combustible. Chemical analysis proved it to be made of hydrogen. In process of time mechanical and chemical ingenuity devised a mode of manufacturing this gas, and applying it to the lighting of buildings and cities on a large scale. In doing this, other products of distillation were developed, until step by step the following ingredients are extracted from it. An excellent oil to supply light-houses, equal to the best sperm oil, at lower cost: benzole, a light sort of ethereal fluid, which evaporates easily, and combined with vapor or moist air, is used for the purpose of portable gas lamps, so called; naptha, a heavy fluid, useful to dissolve guttapercha and indiarubber—an excellent oil for lubricating purposes; asphaltum, which is a black, solid substance, used in making varnishes, covering roofs, and covering over vaults; paraffine, a white crystaline substance resembling white wax, which can be made into beautiful wax candles; it melts at a temperature of 110 degrees, and affords an excellent light. All these substances are now made from soft coal.

A Fool Once More.

For ten years my wife was confined to her bed with such a complication of ailments that no doctor could tell what was the matter or cure her, and I used up a small fortune in humbug stuff. Six months ago I saw a U. S. flag with Hop Bitters on it, and I thought I would be a fool once more. I tried it, but my folly proved to be wisdom. Two bottles cured her, she is now as well and strong as any man's wife, and it cost me only two dollars. Such folly pays.—H. W., Detroit, Mich.



BLOOMSBURG STATE NORMAL SCHOOL

SIXTH NORMAL SCHOOL DISTRICT.

Bloomsburg, Columbia County, Pennsylvania.

Rev. D. J. WALLER, Jr., A. M., Principal.

THIS SCHOOL, as at present constituted, offers the very best facilities for Professional and Classical learning.
Buildings spacious, inviting and commodious; completely heated by steam, well ventilated, lighted by gas, and furnished with a bountiful supply of pure, soft spring water.
Location healthful, and easy of access. Teachers experienced, efficient, and alive to their work. Discipline, firm but kind, uniform and thorough. Expenses moderate. Fifty cents a week deduction to all expecting to teach. Students admitted at any time. Rooms reserved when desired.
Courses of study prescribed by the State:
I. Model School. II. Preparatory. III. Elementary. IV, Classical.
Adjunct Courses: I. Academic. II. Commercial. III. Course in Music. IV. Course in Art. V. Course in Physical Culture.
The Elementary Scientific and Classical Courses are PROFESSIONAL, and Students graduating therein, receive State Diplomas, conferring the following corresponding Degrees: Master of the Elements; Master of the Sciences; Master of the Classics. Graduates in the other Courses receive Normal Certificates of their attainments, signed by the Officers of the Board of Trustees.
The course of study prescribed by the State is liberal, and the Scientific and Classical courses are not inferior to those of our best Colleges.
The State requires a higher order of citizenship. The times demand it. It is one of the prime objects of this School to help to secure it, by furnishing intelligent and efficient Teachers for her Schools. To this end it solicits young persons of good abilities and good purposes,—those who desire to improve their time and their talents, as Students. To all such it promises aid in developing their powers, and abundant opportunities for well paid labor after leaving School. For Catalogue, address the Principal.
HON. WILLIAM ELWELL, President Board of Trustees. F. P. BILLMYER, Secretary.
Sept. 8, '76.

RAIL ROAD TIME TABLES

NORTHERN CENTRAL RAILWAY

WINTER TIME TABLE.

On and after Sunday, November 10, 1878, the trains on the Philadelphia & Erie Railroad Division will run as follows:

WESTWARD.

Erie Mail leaves Philadelphia		11 55 p m
" "	Harrisburg	4 25 a m
" "	Williamsport	8 35 a m
" "	Jersey Shore	9 07 a m
" "	Lock Haven	9 40 a m
" "	Renovo	11 0 a m
" arrive at Erie		7 35 p m
Niagara Express leaves Philadelphia		7 20 a m
" "	Harrisburg	10 50 a m
" arr. at Williamsport		2 00 p m
" "	Lock Haven	3 25 p m
Fast Line leaves Philadelphia		11 45 a m
" "	Harrisburg	3 35 p m
" arrive at Williamsport		7 25 p m
" "	Lock Haven	8 40 p m

EASTWARD.

Pacific Express leaves Lock Haven		6 40 a m
" "	Jersey Shore	7 14 a m
" "	Williamsport	7 55 a m
" arrive at Harrisburg		11 55 a m
" "	Philadelphia	3 40 p m
Day Express leaves Lock Haven		11 20 a m
" "	Williamsport	12 40 p m
" arrive at Harrisburg		4 10 p m
" "	Philadelphia	7 20 p m
Erie Mail leaves Renovo		8 35 p m
" "	Lock Haven	9 45 p m
" "	Williamsport	11 05 p m
" arrives at Harrisburg		2 45 a m
" "	Philadelphia	7 00 a m
Fast Line leaves Williamsport		12 35 a m
" arrives at Harrisburg		3 55 a m
" "	Philadelphia	7 40 a m

Parlor cars will run between Philadelphia and Williamsport on Niagara Express west, Erie Express west, Philadelphia Express east, Day Express east and Sunday Express east. Sleeping cars on all night trains.

WM. A. BALDWIN,
General Supt.

NORTHERN CENTRAL RAILWAY COMPANY.

On and after November 20th, 1878, trains will leave Sunbury as follows:

NORTHWARD.

Erie Mail 5.20 a. m., arrive Elmira .... 11 .5
" Canandaigua... 3.35 p. m
" Rochester...... 5.15 "
" Niagara......... 9 40 "

Renovo accommodation 11.10 a. m. arrive Williamsport 12.55 p. m.
Elmira Mail 4.15 a. m., arrive Elmira 10.20 a. m.
Buffalo Express 7.15 a. m. arrive Buffalo 8.50 a. m

SOUTHWARD.

Buffalo Express 2.50 a. m. arrive Harrisburg 4.50 a.
" Baltimore 8.40 "
Elmira Mail 11.15 a. m., arrive Harrisburg 1.50
" Washington 10.30 "
" Baltimore 6.30 "
" Washington 8.30 "

Harrisburg accommodation 8.40 p. m. arrive Harrisburg 10.50 p. m.
arrive Baltimore 2.25 a. m
" Washington 6.13 "
Erie Mail 12.55 a. m. arrive Harrisburg 3.05 a. m.
" Baltimore 8.40 "
" Washington 10.35 "
All daily except Sunday.

D. M. BOYD, Jr., General Passenger Agent
A. J. CASSATT, General Manager

PHILADELPHIA AND READING ROAD

ARRANGEMENT OF PASSENGER TRAINS.

May 11, 1879.

TRAINS LEAVE RUPERT AS FOLLOWS (SUNDAY EXCEPTED)
For New York, Philadelphia, Reading, Pottsville Tamaqua, &c., 11,45 a. m
For Catawissa, 11,45 a. m. 7,21 and 7,35 p. m.
For Williamsport, 6,28 9,05 a. m. and 4,06 p. m.

TRAINS FOR RUPERT LEAVE AS FOLLOWS, (SUNDAY EXCEPTED.)
Leave New York, 8,45 a. m.
Leave Philadelphia, 9,45 a. m.
Leave Reading, 11,55 a. m., Pottsville, 12,39 p. m and Tamaqua, 1,35 p. m.
Leave Catawissa, 6,20 8,50 a. m. and 4,00 p. m.
Leave Williamsport 9,45 a.m, 2,15 p. m. and 4,50 p. m
Passengers to and from New York and Philadelphia go through without change of cars.

J. E. WOOTTEN,
General Manager.
C. G. HANCOCK,
General Ticket Agent.
Jan. 14, 1876—tf.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

BLOOMSBURG DIVISION.

Time-Table No. 39, Takes effect at 4:30 A. M MONDAY, JUNE 10, 1878.

NORTH. p.m.	p.m.	a.m.	STATIONS.	SOUTH. a.m.	p.m.	p.m
9 50	4 12	9 46	Scranton	9 35	2 10	6 15
9 23			Bellevue		2 16	6 20
9 17		9 37	Taylorville	9 45	2 22	6 25
9 08		9 30	Lackawanna		2 30	6 33
8 58	3 51	9 24	Pittston	9 58	2 38	6 40
8 51	3 46	9 19	West Pittston		2 44	6 45
8 46	3 41	9 14	Wyoming	10 07	2 49	6 50
	12 41		Maltby		2 53	6 55
	12 36		Bennett		2 57	6 59
8 33	3 30	9 04	Kingston	10 16	3 05	7 10
8 13	3 10	8 44	Kingston	10 33	3 15	7 17
			Plymouth Junc.		3 10	7 15
8 23	3 20	8 55	Plymouth	10 29	3 15	7 25
			Avondale		3 21	7 35
8 12	3 12	8 47	Nanticoke	10 34	3 26	7 42
8 04	3 04	8 39	Hunlock's Creek	10 42	3 35	8 04
7 51	2 51	8 28	Shickshinny	10 55	3 50	8 25
7 38	2 39	8 17	Hick's Ferry	11 07	4 03	8 45
7 32	2 34	8 12	Beach Haven	11 13	4 10	8 55
7 25	2 28	8 06	Berwick	11 21	4 18	9 05
7 18			Briar Creek		4 25	7 15
7 14			Willow Grove		4 29	7 23
7 10			Lime Ridge		4 33	7 30
7 02	2 04	7 44	Espy	11 39	4 42	7 44
6 56	1 57	7 38	Bloomsburg	11 45	4 49	8 00
6 50	1 51	7 33	Rupert	11 51	4 55	8 12
6 45	1 46	7 29	Catawissa Bridge	11 57	5 00	8 20
6 27	1 27	7 11	Danville	12 16	5 18	8 31
			Chulasky		9 18	9 51
6 15			Cameron		5 30	9 35
6 00	1 00	6 45	Northumberland	12 45	5 45	9 50
p.m.	p.m.	a.m.		p.m.	p.m.	a.m

W. F. HALSTEAD, Supt.
Superintendent's Office, Scranton, June 10, 1878