THE COLUMBIAN.

COLUMBIA DEMOCRAT, STAR OF THE NORTH AND COLUMBIAN CONSOLIDATED.)

Issued weekly, every Friday morning at BLOOMSBURG, COLUMBIA COUNTY, PA.

$1.50 TWO DOLLARS per year, 50 cents discount allowed when paid in advance. To subscribers out of the county the terms are $2 per year, strictly in advance. No paper discontinued, except at the option of the publishers, until all arrearages are paid, but long continued credits after the expiration of the first year will not be given.

All papers sent out of the State or to distant post offices must be paid for in advance, unless a responsible person in Columbia county assumes to pay the subscription due on demand.

POSTAGE is no longer exacted from subscribers in the county.

JOB PRINTING.

The Jobbing department of the COLUMBIAN is very complete, and our Job Printing will compare favorably with that of the large cities. All work done on demand, neatly and at moderate prices.

The Columbian.

J. E. ELWELL, J. H. DITTENDENDER, } Proprietors.

BLOOMSBURG, PA., FRIDAY, JUNE 25, 1880.

THE COLUMBIAN, VOL. XIV, NO. 26
COLUMBIA DEMOCRAT, VOL. XLV, NO. 17

RATES OF ADVERTISING.

	1M.	3M.	6M.	1Y
One inch	$2.00	$2.50	$3.00	$5.00
Two inches	3.00	4.00	5.00	8.00
Three inches	4.00	4.50	7.00	10.00
Four inches	5.00	7.00	9.00	12.00
Quarter column	6.00	8.00	10.00	15.00
Half column	10.00	12.00	15.00	25.00
One column	20.00	35.00	50.00	100.00

Yearly advertisements payable quarterly. Transient advertisements must be paid for before inserted, except where parties have accounts.

Legal advertisements two dollars per inch for three insertions, and at that rate for additional insertions without reference to length.

Executor's, Administrator's and Auditor's notices three dollars. Must be paid for when inserted.

Transient or Local notices, twenty cents a line regular advertisements half rates.

Cards in the "Business Directory" column, one dollar per year for each line.

Columbia County Official Directory.

President Judge—William Elwell.
Associate Judges—I. K. Brickbaum, P. L. Shuman.
Prothonotary, &c.—William Brickbaum.
Court Stenographer—S. N. Walker.
Register & Recorder—Williamson H. Jacoby.
District Attorney—Robert H. Little.
Sheriff—D. H. Ent.
Surveyor—Samuel Neyhard.
Treasurer—H. A. Kreisgwelbeiser.
Commissioners—Stephen Fotie, Charles Richart, A. B. Herring.
Commissioners' Clerk—J. B. Casey.
Auditors—S. H. Smith, W. Manning, C. B. Seely.
Jury Commissioners—Eli Robbins, Theodore W. Helm.
County Superintendent—William H. Snyder.
Black Poor District—Directors—H. S. Ent, Scott, Wm. Kramer, Bloomsburg and Thomas Reece, Scott.

Bloomsburg Official Directory.

President of Town Council—I. S. KUHN.
Clerk—Paul E. Wirt.
Chief of Police—D. Laycock.
President of Gas Company—S. Knorr.
Secretary—C. W. Miller.
Bloomsburg Banking Company—John A. Funston, President, H. H. Grotz, Cashier, John Peacock, Teller.
First National Bank—Charles R. Paxton, President J. P. Austin, Cashier.
Columbia County Mutual Saving Fund and Loan Association—E. H. Little, President, C. W. Miller, Secretary.
Bloomsburg Building and Saving Fund Association—Wm. Peacock, President, J. B. Robison, Secretary.
Bloomsburg Mutual Saving Fund Association—J. I. Brower, President, P. E. Wirt, Secretary.

CHURCH DIRECTORY.

BAPTIST CHURCH.
Rev. J. P. Austin, (Supply.)
Sunday Services—10½ a. m. and 6½ p. m.
Sunday School—9 a. m.
Prayer Meeting—Every Wednesday evening at 6½ o'clock.
Seats free. The public are invited to attend.

ST. MATTHEW'S LUTHERAN CHURCH.
Minister—Rev. O. D. S. Barclay.
Sunday Services—10½ a. m. and 7½ p. m.
Sunday School—9 a. m.
Prayer Meeting—Every Wednesday evening at 7½ o'clock.
Seats free. No pews rented. All are welcome.

PRESBYTERIAN CHURCH.
Minister—Rev. Stuart Mitchell.
Sunday Services—10½ a. m. and 6½ p. m.
Sunday School—9 a. m.
Prayer Meeting—Every Wednesday evening at 6½ o'clock.
Seats free. No pews rented. Strangers welcome.

METHODIST EPISCOPAL CHURCH.
Presiding Elder—Rev. W. Evans.
Minister—Rev. E. H. Yocum.
Sunday Services—10½ and 6½ p. m.
Sunday School—9 a. m.
Bible Class—Every Monday evening at 6½ o'clock.
Young Men's Prayer Meeting—Every Tuesday evening at 6½ o'clock.
General Prayer Meeting—Every Thursday evening 7 o'clock.

REFORMED CHURCH.
Corner of Third and Iron streets.
Pastor—Rev. W. E. Krebs.
Residence—Corner 4th and Catharine streets.
Sunday Services—10½ a. m. and 7 p. m.
Sunday School—9 a. m.
Prayer Meeting—Saturday, 7 p. m.
All are invited. There is always room.

ST. PAUL'S CHURCH.
Rector—Rev. L. Zahner.
Sunday Services—10½ a. m., 7½ p. m.
Sunday School—9 a. m.
First Sunday in the month, Holy Communion. Services preparatory to Communion on Friday evening before the 1st Sunday in each month. Pews rented; but everybody welcome.

EVANGELICAL CHURCH.
Presiding Elder—Rev. A. L. Reeser
Minister—Rev. George Hunter.
Sunday Service— p. m., in the Iron Street Church.
Prayer Meetings—Every Sabbath at p. m.
All are invited. All are welcome.

THE CHURCH OF CHRIST.
Meets in "the little Brick Church on the hill,"—known as the Welsh Baptist Church—on Rock street east of Iron.
Regular meeting for worship, every Lord's day afternoon at 2½ o'clock.
Seats free; and the public are cordially invited to attend.

SCHOOL ORDERS, blank, just printed and neatly bound in small books, on hand and for sale at the COLUMBIAN Office.

AGENTS WANTED $50 to $125 a Month. ENCYCLOPEDIA HOW TO BE YOUR OWN LAWYER

Law and forms for Business Men, Farmers, Mechanics and Workingmen. Selling fast. Low price. Great success. One agent sold 100 in one town, another 132 in 30 days, another 75 in 12 days. Saves ten times its cost, and everybody wants it. Send for circulars and terms. Also General Agents Wanted. Address F. W. ZIEGLER & CO., 1,000 Arch St., Phil'a, Pa.
Nov. 21, '79.-1y ald

W. H. HOUSE, DENTIST.
BLOOMSBURG, COL. CO. PA.

All styles of work done in a superior manner, work warranted as represented. TEETH EXTRACTED WITHOUT PAIN. Good sets for $10. Office Corner Main and Iron Streets.
To be open at all hours during the day.
Nov. 24-1y

BLOOMSBURG DIRECTORY.

PROFESSIONAL CARDS.

R. BUCKINGHAM, Attorney-at-Law. Office, in I. L. Clark's Building, 2d story, room 5, Bloomsburg. may 7, '80-1 y.

C. G. BARKLEY, Attorney-at-Law. Office in Brower's building, 2nd story, Rooms 4 & 5

J. B. ROBISON, Attorney-at-Law. Office in Hartman's building, Main street.

DR. WM. M. REBER, Surgeon and Physician. Office Market street. Near depot.

J. R. EVANS, M. D., Surgeon and Physician, (Office and Residence on Third street.

J. B. McKELVY, M. D., Surgeon and Physician, north side Main street, below Market.

DR. J. C. RUTTER,
PHYSICIAN & SURGEON,
Office, North Market street,
Oct. 1, '79. Bloomsburg, Pa.

DR. I. L. RABB,
PRACTICAL DENTIST,
Main Street, opposite Episcopal Church, Bloomsburg, Pa.
☞ Teeth extracted without pain.
Oct. 1 1879

MISCELLANEOUS

C. M. DRINKER, GUN and LOCKSMITH. Sewing Machines and Machinery of all kinds repaired. OPERA HOUSE Building, Bloomsburg, Pa.

DAVID LOWENBERG, Merchant Tailor Main St., above Central Hotel.

I. S. KUHN, dealer in Meat, Tallow, etc., Centre street, between Second and Third.

AUGUSTUS FREUND, Practical homeopathic Horse and Cow Doctor, Bloomsburg, Pa. feb. 14, '79-tf

W. Y. KESTER,
MERCHANT TAILOR,
Room No. 15, OPERA HOUSE BUILDING, Bloomsburg.
april9,1878.

CATAWISSA.

WM. L. EYERLY,
ATTORNEY-AT-LAW,
Catawissa, Pa.

Collections promptly made and remitted. Office opposite Catawissa Deposit Bank. 6m-38

W. H. RAWN,
ATTORNEY-AT-LAW,
Catawissa, Pa.
Office, corner of Third and Main Streets.

CARPETS } Largest stock in New York city. Lowest Prices, consisting of Moquettes, Wiltons, Axminsters, Velvets, Body and Tapestry Brussels, Three Ply and Ingrain Carpets (with borders to match), Oil-Cloths (all widths), Mattings, &c.
LACE CURTAINS, $1.00 per pair, to the finest REAL LACE imported.
SHEPPARD KNAPP,
189 & 191 Sixth Ave., cor. 13th St., N. Y
March 26, 6m. abkoo.

B. F. HARTMAN
REPRESENTS THE FOLLOWING
AMERICAN INSURANCE COMPANIES:
Lycoming of Muncy Pennsylvania.
North American of Philadelphia, Pa
Franklin, of " "
Pennsylvania of "
Farmers of York, Pa.
Hanover of New York.
Manhattan of "
Office on Market Street No. 6, Bloomsburg, Pa.
oct. 26, '79-1y.

LAWYERS.

C. B. BROCKWAY,
ATTORNEY-AT-LAW,
COLUMBIAN BUILDING, Bloomsburg, Pa.
Member of the United States Law Association. Collections made in any part of America or Europe. oct. 1, 1879.

L. E. WALLER,
Attorney-at-Law.
Office, Second door from 1st National Bank.
BLOOMSBURG, PA.
Jan. 11, 1878

N. U. FUNK,
Attorney-at-Law,
BLOOMSBURG, PA.
Office in Ent's BUILDING.

C. B. & W. J. BUCKALEW,
ATTORNEYS-AT-LAW,
Bloomsburg, Pa.
Office on Main Street, first door below Court House

JOHN M. CLARK,
ATTORNEY-AT-LAW,
Bloomsburg, Pa.
Office over Schuyler's Hardware Store.

F. P. BILLMEYER,
ATTORNEY AT LAW.
OFFICE—in Harman's Building, Main street, Bloomsburg, Pa.

E. H. LITTLE. ROBT. H. LITTLE.
E. H. & R. R. LITTLE,
ATTORNEYS-AT-LAW,
Bloomsburg, Pa.

C. W. MILLER,
ATTORNEY-AT-LAW
Office in Brower's building, second floor, room No. 1. Bloomsburg, Pa.

B. FRANK ZARR,
Attorney-at-Law.
BLOOMSBURG, PA.
Office corner of Centre and Main Streets. Clark's building.
Can be consulted in German.
jan. 10, '80-tf

GEO. E. ELWELL,
ATTORNEY-AT-LAW,
COLUMBIAN BUILDING, Bloomsburg, Pa.
Member of the United States Law Association. Collections made in any part of America or Europe oct. 1, 1879.

S. KNORR. L. S. WINTERSTEEN, Notary Public
KNORR & WINTERSTEEN,
Attorneys-at-Law.
Office in Hartman's Block, Corner Main and Market streets, Bloomsburg, Pa.
☞ *Pensions and Bounties Collected.*

B. F. SHARPLESS, D. LEACOCK.

NEW FIRM.

SHARPLESS & LEACOCK,

Cor. Centre and Rail Road Sts., near L. & B. Depot.

Lowest Prices----will not be undersold.

Manufacturers of MINE CAR WHEELS, Coal Breaker and Bridge Castings, Water Pipes, Stoves, Tinware, Plows, IRON FENCE, and all kinds of Iron and Brass Castings.

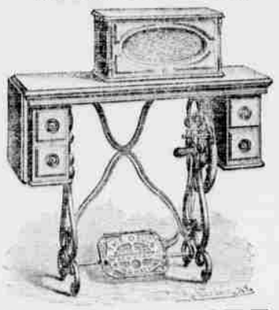
The original Montrose, iron beam, right hand, left hand, and side hill Plows, the best in the market, and all kinds of plow repairs.

Cook Stoves, Room Stoves, and Stoves for heating Stores, school houses, churches, &c. Also the largest stock of repairs for city stoves, wholesale and retail, such as Fire Brick, Grates, Cross Pieces, Lids &c. &c., Stove Pipe, Cook Boilers, Skillits, Cake-Plates, large Iron Kettles, (20 gallons to 135 barrels) Farm Bells, $150 Soles, Wagon Boxes,

"Allentown Bone Manure"
PLASTER, SALT, &c., &c.
Jan 9, '80-1y

$300 A MONTH guaranteed. $12 a day at home made by the industrious. Capital not required; we will start you. Men, women, boys and girls make money faster at work for us than at anything else. The work is light and pleasant, and such as anyone can go right at. Those who are wise who see this notice will send us their addresses at once and see for themselves. Costly Outfit and terms free. Now is the time. Those already at work are laying up large sums of money. Address TRUE & CO., Augusta, Maine. oct 3, '79-1y

THE DAVIS.



$1.000 REWARD.

ONE THOUSAND (1,000) DOLLARS PREMIUM offered to ANY PERSON that will do as GREAT A RANGE OF WORK on ANY OTHER MACHINE WHAT THE

NEW DAVIS VERTICAL FEED

Will do without basting.

It will make wide hem on sheets, &c., hem all manner of thin woolen goods, as soft muslin, crape, or goods difficult to hem on other machines. It makes a more elastic stitch than any other machine. It will turn a hem and put in piping at same time.

It will turn a hem, sew braid on the right side and stitch on trimming at one operation.

It will do full ruffling bias or straight, either on cotton or woolen goods.

It will fell across seams on any goods.

I will bind a Dress or Skirt and sew on facing, either with or without showing stitches; bind Dress Goods with the same material, either scallops, points, squares or straight. The only machine that will bind Hats, Cloaks, or other articles with bias, satin or silk, from ¼ to 2 inches in width, without basting.

It will gather with or without sewing on.

It will gather between two pieces and sew on at the same time.

It will make a ruffle and stitch a pillow slip on to the facing at the same time.

It will shirr any kind of goods.

It will make plaited trimming either with or without sewing it on.

It will make plaited trimming either scallaped or straight, and sew a piping on at the same time. It will make knife plaiting.

J. SALTZER, Gen'l Agent,
Bloomsburg, Pa.
oct. 3, 79-1y.

FIRE INSURANCE.

CHRISTIAN F. KNAPP, BLOOMSBURG, PA.

BRITISH AMERICA ASSURANCE COMPANY.
GERMAN FIREINSURANCE COMPANY.
NATIONAL FIRE INSURANCE COMPANY.
UNION INSURANCE COMPANY.

These OLD CORPORATIONS are well seasoned by age and FIRE TESTED and have never yet had a loss settled by any court of law. Their assets are all invested in SOLID SECURITIES and are liable to the hazard of FIRE only.

LOSSES PROMPTLY AND HONESTLY adjusted and paid as soon as ascertained to CHRISTIAN F. KNAPP, SPECIAL AGENT AND ADJUSTER BLOOMSBURG, PA.

The people of Columbia county should patronize the agency where losses if any are settled and paid by one of their own citizens.

PROMPTNESS, EQUITY FAIR DEALING
Nov. 16, '83.

OFFICE OF
D. WILMOT CONNER, M. D.,
54 East Street, Bloomsburg, Pa.

SPECIAL ATTENTION given to the *Diseases* and *Defects* of the
Eye, Ear and Throat, and Surgery,
in all its various branches.

Having taken an *Extended course of Study* in the various *Hospitals, Anatomical* and *Surgical Rooms* of this country, and in the
PRIVATE PRACTICE & INSTRUCTION
of one of *America's Ablest Professors* on the Eye, Ear and Throat, and
SURGERY in general;
Also a *Graduate* of the
THREE YEARS' GRADED COURSE of the
HAHNEMANN MEDICAL COLLEGE
of Philadelphia, Am now fully equipped in every particular. Offer my services to the *Profession and Public* as a *Specialist* of the
DISEASES AND DEFECTS OF THE
Eye, Ear, and Throat, and Surgery in all its various branches. I also carefully and *Scientifically* adjust the
EYE WITH PROPER GLASSES

Hoping to receive your liberal patronage, I subscribe myself, very respectfully, yours,
D. WILMOT CONNER, M.D.
Hours { 8—10 a. m. 3—4:30 p. m. 7—8 p. m.

Attention Farmers.

We shall give especial attention to REPAIRING your
Reapers, Mowers & Threshing Machines.
We keep a Supply of Repairs on hand for all of
D. M. OSBORNE & CO. MACHINES
We also have OSBORNE REAPERS and MOWERS for Sale on Accommodating Terms.
We recommend the
Osborne to be the Most Durable,
and best adapted to your wants. Come and see us.
HARMAN & HASSERT,
Foundry and Machine Shops near car shops, L. & B. R. R., BLOOMSBURG, Pa.
June 4, 1880-6w

PAINTING
AND
Paper Hanging.

WM. F. BODINE.
IRON ST., BELOW SECOND, BLOOMSBURG, PA
is prepared to do all kinds of
HOUSE PAINTING
Plain and Ornamental
PAPER HANGING,
BOTH DECORATIVE AND PLAIN.
All kinds of Furniture Repaired, and made as good as new.

NONE BUT FIRST-CLASS WORKMEN EMPLOYED
Estimates Made on all Work.
WM. F. BODINE.
Oct. 7, 1878.

BUSINESS CARDS
VISITING CARDS,
LETTER HEADS
BILL-HEADS,
POSTERS, &C., &C.
Neatly and Cheaply printed at the COLUMBIAN Office.

A NEW DEPARTURE!
BEST PLOW IN THE WORLD!

THE SYRACUSE CHILLED PLOW CO.
of Syracuse, N. Y.

Are now putting on the market a Plow that is as much superior to any Plow heretofore made as the Plows of the past few years have been superior to those made half a century ago.

It combines all the excellencies of any Plow in use.

It obviates all the objections made to any other Plow.

In addition it embraces several new features of the greatest value, for which we have obtained exclusive Patents.

Its Beam, Clevis, Jointer Standard and Wheel Standard will be STEEL, and its mold board will be a composition of steel and iron chilled under a process for which we have also obtained an exclusive Patent. It will be called

THE SYRACUSE CHILLED STEEL PLOW

Its weight will be eighteen pounds less than our present styles.

A first-class Steel Plow, made in the ordinary way, full ripped, while for twenty-two dollars. Inferior Steel Plows retail from sixteen to nineteen dollars.

The price of our new plow will be ten Seventeen Dollars, and it will be the cheapest Agricultural implement ever sold.

Its mold board will outwear three of the very best kinds of the ordinary steel mold boards.

It will scour in soils where all steel plows and all other plows have hitherto proved a failure.

With this Plow will be introduced a corrugated Plow Point and Jointer Point, on which we have also obtained a Patent, and which is also a great improvement, both as regards strength and wear.

The Jointer can be shifted so as to take more or less land, and also more or less pitch, and it can always be kept on a line with the Plow.

The wheel will run under the beam or one side of it as desired, and always kept in line.

The beam is adjustable for Spring or Fall Plowing, and also for two or three horses.

The handles can be adjusted to accommodate a man or boy, on the same Plow.

It is a perfect Plow.

Wooden Plows are going out of use because they shrink, swell and warp, and never run two seasons alike.

Iron beams are too heavy.

Malleable beams become demoralized and bend, which is much worse than to break.

A Steel beam is the necessity of the day. It is three times as strong and very much lighter than any other style.

When we cast a Mold board is chilled, the farmers know it is so.

We do not palm off on them a composition of various metals and call it chilled metal.

We want agents for this new Plow in every town in this State.

We can give but a very small discount to them, but we will pay the Railroad Freight.

We propose to place this Plow in the hands of Farmers as near the cost of manufacture as possible.

It will be the best Agricultural implement ever sold.

It shall also be the cheapest.

Persons therefore who are not willing to act as agents on the principle that "a nimble sixpence is better than a slow shilling," need not apply for an agency.

No Plows on commission. All sales absolute.

☞ This is the only Steel Chilled Plow in the World.

Steel costs several times more than Iron.

But this Plow, full ripped, by giving small discounts, can be sold for Seventeen Dollars. Compare this price with that of any Iron Plow ever made.

It is cheaper than any other Plow now made would be at five dollars and a half.

Where there are no agents we will, on receipt of Seventeen Dollars, send a Plow to any Railroad station in the State and pay the freight. Address,

SYRACUSE CHILLED PLOW CO.
Or Syracuse, N. Y.
June 18, 15w.

Poetical.

A BIRD STORY.

It's strange how little boys' mothers
Can find it all out as they do,
If a fellow does anything naughty,
Or says anything that's not true!
They'll look at you just a moment
Till your heart in your bosom swells,
And then they know all about it—
For a little bird tells!

Now where the little bird comes from,
Or where the little bird goes,
If he's covered with beautiful plumage,
Or black as the king of the crows,
If his voice is as hoarse as a raven
Or clear as the ringing of bells,
I know not—but this I am sure of—
A little bird tells!

The moment you think a thing wicked,
The moment you do a thing bad,
Are angry or sullen or hateful,
Get ugly or stupid or mad,
Or tease a dear brother or sister—
That instant your sentence he knells
And the whole to mamma in a minute
That little bird tells!

You may be in the depths of a closet
Where nobody sees but a mouse,
You may be all alone in the cellar,
You may be on the top of the house,
You may be in the dark and the silence,
Or out in the woods and the dells—
No matter! Wherever it happens
The little bird tells!

And the only contrivance to stop him,
Is just to be sure what you say—
Sure of your facts and your fancies,
Sure of your work and and your play;
Be honest, be brave and be kindly,
Be gentle and loving as well,
And then—you can laugh at the stories
The little bird tells!

—*M. E. B. in June Wide Awake.*

THE FIRST ENGINE.

AND HOW IT STARTLED THE PEOPLE.

A Honesdale correspondent of the Philadelphia *Times* says:

The successful application of steam as a motive power on railroads has always been dated from the trial of Stephenson's "Rocket," Ericsson's "Novelty" and the "Sanspareil" and the "Perseverance" locomotives of various and singular pattern, in Liverpool—or rather on the Liverpool and Manchester railway, October 14, 1829; while as a matter of fact the idea was demonstrated to be a grand success in a then wild and isolated part of the United States more than two months before the trial above mentioned was made. On the 8th of August, 1829, the first locomotive that ever turned a driving wheel on a railroad in America was run at Honesdale, on the newly finished road that connected the Lackawanna coal fields with tide-water by way of the Delaware and Hudson Canal. This road was the first of any commercial importance ever built in this country, and brought into practical use the economical system of inclined planes and gravity locomotion which has since been adopted by engineers wherever practicable. Up to the time of the completion of this gravity road over the lofty Moosic range of mountains separating the valley of the Lackawaxen from the Lackawanna there were but twelve miles of railroad in operation in America. Three miles of track had been laid in 1828 between Boston and the Quincy granite beds, for the more convenient hauling from the quarries of the stone intended for the Bunker Hill monument, and the coal mine at Summit Hill, Carbon county, Pa., was connected with the Lehigh river with nine miles of railroad, on the inclined plane system, operated by mule power, in 1828. The railroad over the Moosic Mountain was sixteen miles in length, Carbondale being the mine terminus and Honesdale the eastern terminus and head of the canal. It was the result of the enterprise and persistent efforts of Maurice and William Wurtz, of Philadelphia, who were the pioneer coal operators of the Lackawanna Valley, having labored from 1815 in developing the resources of the region, in which year they made the first attempt at introducing anthracite in Philadelphia by running it on rafts from the headwaters of the Wallenpaupack creek, thence by the Lackawaxen river to the Delaware, thence to Philadelphia.

LOOKING FOR A MARKET.

The beginning of operations in the Lehigh Valley, possessing easier and much cheaper means of transportation, turned the attention of the Wurtz brothers to New York as their prospective market, and the Delaware and Hudson Canal and Railroad, in its day the most stupendous engineering project supported by a private corporation ever undertaken, was the result. At the time this road was completed railroad building was just beginning to awaken interest among capitalists. The first enterprise of the kind, the Liverpool and Manchester Railway, in England, had been for some time in process of construction and was approaching completion. George Stephenson, the father of steam locomotives, was bringing to bear upon the managers of the road his most telling arguments in favor of the introduction of steam as the motive power upon the road His interesting experiments with his machines had attracted attention in this country, and pending the decision as to whether steam should be introduced on the Liverpool road, John B. Jervis, chief engineer in the construction of the Delaware and Hudson Canal, sent Horatio Allen, his assistant, to England in 1828 to examine into the merits of steam as applied to railroad transportation. Mr. Allen was a young man, but gave promise of the brilliant career as a civil engineer that followed. He was convinced that Stephenson's idea was destined to revolutionize all branches of commerce, and, relying on his judgment, the canal company, through Mr. Jervis, commissioned him to purchase three locomotives for use on the pioneer railroad in America.

STEPHENSON'S "ROCKET."

George Stephenson was at this time busy in preparing his subsequent famous engine, the "Rockett," for the coming trial of steam machines on the Liverpool road, the management having decided to adopt the power against strong opposition and having offered prizes for the most successful locomotive as to speed and draught capacity. Mr. Allen was consequently unable to procure his services in the construction of the locomotives wanted in America, and he made a contract with Foster, Rastwick & Co., machinists, of Stourbridge, to build the machines. The contract called for engines of four tons weight, Mr. Allen furnishing the drafts.

In May, 1829, the ship John Jay delivered the first of these locomotives in New York. It was taken to the yard of the West Point Foundry, at the foot of Beach street, where Mr. Allen put the engine together. It was blocked up so that its wheels cleared the ground, and its machinery set in motion by steam that was generated over a fire made from anthracite coal out of the mines the cars from which the engine was intended to haul. The engine was exhibited at the foundry for six weeks, and was visited by curious thousands. It was a singular looking machine, as one who remembers its appearance describes it. It had four wheels which were connected by side rods. Vertical cylenders on each side of the rear end of the boiler communicated motion to a huge walking beam, connected with the side rods of the driving wheels by other long iron rods. The engine was literally covered with rods and joints, and its appearance was that of a huge grasshopper. There was no cab, and the smoke-stack was small and round, like a stove-pipe, and very high.

THE ENGINE AT HONESDALE.

The engine was sent up the North river to Roundout, the tide-water terminus of the canal, and thence by canal boat to Honesdale, where it arrived on the 23rd of July, 1829. It had been the origoal intention of the company to open the railroad and canal and celebrate the running of the locomotive on the Fourth of July; but it was impossible to get the work all ready by that time. Everything was in readiness by August 8. Mr. Allen had set the locomotive up and it was on the track, on the company's coal docks. This primitive railroad track consisted of hemlock rails, eight inches by ten in thickness, placed four feet three inches apart and spiked to hemlock ties, with a space of ten feet between them. The timber had not been well seasoned and having been laid in the summer the rails were warped and twisted out of all regularity by the time the locomotive trial was to be made. Besides this, after running on the coal docks for some distance the railroad turned westward by a curve of theatening radius and crossed the Lackawaxen river on a slender hemlock trestle, nearly one hundred feet in height. The locomotive, it was found, instead of weighing four tons, as the contract stipulated, weighed seven. When it was placed on the track the impression became general that it was too heavy to be borne by the hemlock rails over the trestle, and Mr. Allen, who had taken his place at the throttle to direct the movements of the first locomotive in America, was earnestly importuned by many prominent citizens not to attempt the trial. Mr. Allen was well aware of the great danger that attended the trial under the circumstances, but as he afterwards said, he felt that railroads were destined to become universal in transportation and that locomotives would be the power that was to make them useful. The pride, therefore, of having the distinction of being the engineer who pulled the throttle and directed the energies of the first locomotive on the continent of America overpowered his sense of danger, and he declared he would make the trip, let the consequences be what they might.

THE TRIAL TRIP.

Honesdale, now one of the wealthiest and handsomest boroughs in the State, was then but three years out of the wilderness of pine, hemlock and laurel that covered its entire site when the canal was commenced. Philip Hone, ex-Mayor of New York city, and a patron of the canal enterprise, gave it its name. Its population was but a few hundred in 1829, but every one of these hundreds was out on the 8th of August to see the novel trial trip of the "Stourbridge Lion," as the locomotive was called, from the place of its manufacture and the picture of a fierce lion's head, painted in red, on the front of the boiler. The entire farming population of the surrounding country was also out in force. An ancient Queen Anne cannon had been purchased in New York to salute the pioneer locomotive on its trip. It was to this cannon that the date of the trial trip was perpetuated, as there is no record of the event in any of the canal company's records.

After steaming up the locomotive, Mr. Allen ran it backward and forward along the coal dock for a few minutes. He then invited some one from the assemblage to accompany him, but no one could be induced to go. Pulling the throttle-valve open the engineer shouted "Good-by" to the crowd and went dashing away from the village, 'round the abrupt curve and over the shaking trestle at the rate of fifteen miles an hour. He ran the locomotive for several miles up the track and then a bridge across it was too low to admit the tall smoke stack beneath it, and returned to Honesdale and was met with the shouts of the populace and the booming of the cannon. The first salute fired by the cannon was premature, and the gunner, a man named Alva Adams, had his arm blown off. He was taken to Dr. E. T. Losee for surgical treatment. When, a few years ago, the date of the running of the Stourbridge lion was disputed by public prints, and the honor of running the first locomotive was placed elsewhere, the books of Dr. Losey were hunted up. There the entry was found under date of August 8, 1829, of service rendered to Alva Adams, who was wounded, as above stated. In one of the ledgers of the late Jason Torrey was also found the entry under date of August 8, 1829. "The locomotive Stourbridge Lion was run to-day. Alva Adams had his arm blown off by a premature discharge of cannon." This cannon did duty on all occasions of public rejoicing or patriotism in Honesdale until 1877. When the news of the action of the Electoral Commission in seating Mr. Hayes was received in Honesdale the cannon was taken to the summit of Irving Cliff, a high ledge east of the village, where the Republicans intended to celebrate the occasion by firing a hundred guns. At the first discharge the cannon was blown into no one ever found out how many pieces, for only a few fragments of the gun were ever found.

RUSTING A WAY IN A SHANTY.

After the trial trip the engine was attached to trains of coal cars and handled them satisfactorily on the docks. But, while the locomotive was a success as a locomotive, the railroad was of too slight construction to enable it to be used. The expense of adapting it to the weight of the locomotive being too great to be considered for a moment at that early day, and in the straitened financial condition of the company, the "Stourbridge Lion" was placed in a shanty on the dock, where it lay for years a prey to neglect and decay. Its boiler was finally taken to Carbondale, where it has been in constant use in a foundry ever since and is good today. The pump was taken by a "boss" on the coal docks—who afterwards became Judge John Kelly, one of Honesdale's best and most prominent citizens, dying a short time ago—and was used by him for a long time, being finally carried away in a freshet in the Lackawaxen. The rest of the machine, with the exception of one or two small parts now in existence as relics, was broken up and sold for old iron—treatment that was but little better than sacrilege. The other two locomotives shared the same fate, one being brought to Honesdale and the other being disposed of at Roundout.

John B. Jervis, who ordered the first locomotive in America to be made, and Horatio Allen, who saw the order carried out and who ran the pioneer locomotive, are both living yet, the one at Rome, N. Y., over four score years old, and the other at Orange, N. J., over seventy years of age. Their names are identified with the greatest engineering triumphs of this country, among them the Croton Aqueduct. The original railroad is still operated in connection with the canal and is one of the most popular summer excursion routes in the United States, rivaling the famous "Switchback" of Mauch Chunk, than which its attractions are more varied and extended. Although the canal company now controls some of the most important railroads in the country, its link of mine road and the canal it feeds is still its greatest and most certain source of profit.

The regular course of studies open to students at the Pennsylvania State College are three in number., Agricultural, Classic and Scientific. Each is a full one; and supplemented as they all are by practical instruction on the farm, in the garden, vineyard and the laboratories, the student who pursues either of them will become not only a well educated but a self-helpful man. Full information can be obtained by addressing the Business Manager, State College, Centre Co., Pa.

Night Life for Young men.

One night often destroys a whole life. The leakage of the night keeps the day for ever empty. Night is sin's harvesting time. More sin and crimes are committed in one night than in all the days of the week. This is more emphatically true of the city than the country. The street lamps like a file of soldiers with torch in hand, stretch away in long lines on either sidewalk; the gay colored transparencies are ablaze with attractions; the saloons and billiard halls are brilliantly illuminated; music sends forth its enchantment; the gay company begin to gather to the haunts and houses of pleasure; the gambling dens are ablaze with palatial splendor; the theatres are wide open the mills of destruction are grinding health, honor, happiness, hope, out of thousands of lives. The city under the gaslight is not the same as under God's sunlight. The allurements and perils and pitfalls of night are a hundred fold deeper and more destructive. Night life in our cities is a dark problem whose depth and abysses and whirlpools make us start back with horror. All night long tears are falling, and the blood is streaming.

Young men, tell me how and where you spend your evenings, and I will write you out a chart of your character and final destiny, with blanks to insert your names. It seems to me an appropriate text would be "Watchman, what of the night?" Policeman pacing thy beat, what of the night? What are the young men of the city doing at night? Where do they spend their evenings? Who are their associates? What are their habits? Where do they go in and what time do they come out? Policemen would the night life of a young man commend them to their employers? Would it be to their credit.

Make a record of the nights of one week. Put in the morning paper the names of all the young men, their habits and haunts, that are on the streets for sinful pleasure. Would there not be shame and confusion? Some would not go to their place of business; some would not return home at night; some would not leave the city; some would commit suicide. Remember, young man, that in the retina of the All-seeing-Eye there is nothing hid but shall be revealed on the last day.

We would recommend all to try Dr. Browning's Tonic and Alterative, as it is a Perfect Blood Purifier, makes New Blood, reddens Old Blood, enriches Poor Blood, and gives Vigorous Health. The dose is but one teaspoonful for an adult, and smaller in proportion for children, and it is exceedingly pleasant to take. For sale by the proprietor, W. Champion Browning, M. D., 117 Arch street, Philadelphia and all druggists. Price 50 cents and $1.

Drinking Ice Water.

There is no more doubt that drinking ice water arrests digestion that there is that a refrigerator would arrest prespiration. It drives from the stomach its natural heat, suspends the flow of gastric juice and shocks and weakens the delicate organs with which it comes in contact. An able writer on human diseases says: Habitual ice-water drinkers are usually very flabby about the region of the stomach. They complain that their food lies heavy on that patient organ. They taste their dinner for hours after it is bolted. They cultivate the use of stimulants to aid digestion. If they are intelligent, they read upon food and what the physologist has to say about it—how long it takes cabbage and pork and beef and potatoes, and other meats and esculenes to go through the process of assimulation. They roar at new bread, hot cakes and fried meat, immagining these to been the cause of their maladies. But the ice-water goes down all the same and finally friends are called in to take a farewell look at one whom a mysterious Providence has called to climb where, as far as known, ice-water is not used. The number of immortals who go hence, to return no more on account of an injudicious use of ice-water, can hardly be estimated.

INVALUABLE FOR RAILROAD MEN.—"I suffered for more than a year with indigestion, and during the last six months I was very bilious, occasionally having a dumb chill followed by fevers, which prostrated me. I took Simmon's Liver Regulator, and for several months I have been as stout and hearty as any man could desire to be. I am thoroughly satisfied that it is all it is recommended to be for indigestion and bilious complaints, for mine was certainly a stubborn case. I have heard many of my friends speak of it, and all agree that it possesses all the virtues you claim for it. A. H, Hightower, Conductor M. and W. R. R.

That Credit Mobilier Story.

HOW SOME OF OUR PUBLIC MEN BECAME SCANDALIZED.

Mr. Garfield was, like Blaine and Colfax, badly smirched by the Credit Mobilier investigation. The Credit Mobilier was a joint stock company founded in Paris, November 18, 1852, under the lead of the brothers Emile and Isaac Pereire and on the principle of limited liability for a transaction of general banking business, to facilitate the construction of public works and to develop national industry. On the model of this company the title of "Credit Mobilier of America" was adopted by a joint stock company organized in May, 1863, with a capital of $2,500,000. In January, 1869, the charter having been purchased by a company organized for the construction of the Union Pacific railroad, the stock was increased to $3,750,000 and afterwards rose to a great value, paying enormous dividends. In 1872, in the course of legal proceedings in Pennsylvania respecting the ownership of stock, it appeared that several members of Congress, including James A. Garfield as well as Vice President Colfax, were unavowed stockholders. This caused a great political scandal, as it had often been held to be highly improper for a member of Congress to be pecuniarily interested in a corporation the profits of which might be largely and directly affected by his vote on bills concerning it. The fact that a presidential canvass was in progress, in which several of the persons implicated took an active part, added interest and excitement to the subject: The result was a congressional investigation in the session of 1872-3. In 1873 both the senate and the house committees made reports. When the house committee said in their report that none of the congressmen implicated supposed "that he was guilty of any impropriety or even indelicacy in becoming a purchaser of the stock," the public read the exculpation with incredulity and amazement. The public was astonished and confounded when the committee went on to say that "and it appeared that these gentlemen were aware of the enormous dividends upon their stock, and how they were earned, we could not acquit them." The evidence had shown that five or six members of Congress, including Garfield, had owned Credit Mobilier stock, that they had purchased it of Oakes Ames