cording to these terms.

EIGHTH ANNUAL REPORT

OF THE DIRECTORS OF THE

Huntingdon and Broad Top Mountain R. R. & C. Co.

GENTLEMEN

The period for the Annual Report of the Board having arrived, we proceed to lay before you as succinet and concise an account of the doings of the Company for the past year as possible

Having been striving for three years, with but very indifferent success, to obtain a permanent foothold in the Eastern Markets, the Board, at tide-water, with liberal drawbacks to heavy shippers.

This you will perceive by the comparative coal tonnage since 1857 has one year ago, has lately been opened Board. given the trade an unusual increase, without however affording the Company a corresponding increase of net rev-

As the coal has now been pretty thoroughly introduced into New York, Boston and all the Eastern cities, as well as into California and Cuba, the the old No. 3 colliery, which we have Board think that a more remunerative named the Cliff. Shipments were tariff of freights may hereafter be commenced from it in June, and to the adopted.

The large amount of money expend-

The large amount of money expend-ed upon the Road in order to adapt it worked on account of the Company, to the increased tonnage, has also but it is probable, as a number of partended to keep down the increase of net earnings.

We submit below a statement of the annual shipments of coal from 1857 to the present time, by which you will to Port Richmond, has worked satissee that the increase for the past year factority, and the tonnage by that has been greater than for any previous

	COAL	TON	NAGE.	
1857, 1858, 1859, 1860,	78,612 105,717 130,593 187,853	Tons	Increase	26,9 24,8 57,2
S mos of 1856,	502,977 47,857			
	545,634	To	tal Coal Ton	nago,
The reco				
and Mines	as cor	nna	red with	the

vious year, were as follows:-

	RECEIL	TS.	
	1860.	1859.	Increase.
Coal Freights.	\$97,741.44	\$69,606 48	\$28,334 93
Merchandise,	8,478 30	7,530 03	948 27
Rent of Mines.	6.465 40	4.696 72	1,768 68
Passengers,	6,795 52	5,904 96	890 56
Rent of Houses.	1,353 50	828 00	525 50
Mail and Express.	1,862 42	1,862 42	
Miscellancous,	006 32	- 10.010	21 13
	\$123,302 90	\$90,807 18	\$32,495 72
_	EXPENS	ES.	
Motive Power.	\$32,818 78	\$15,970 76	\$6,849 02
Maintenance of Ca	rs, 2,083 72	1,985 92	97 80
Maintenauce of Wa	ry, 18,411 50	10,746 53	7,664 97
Conduct's Transp'	n, 10,629 95	7,698 39	2,931 56
			17,542 35
Maintenance of Mi	ne s , 989 05	1,029 82	
Total Expenses,	\$54,933 00	\$73,431 421	nc.\$17,501 58
Not revenue as per Supt's statement Drawbacks allower this office, \$11.5 Incidentals, for O	t, \$68,369 90 dat 16 1 6	\$53,375 76 1	(nc.\$14,994 14

Expenses, Attorny's \$6,589 58 18,135 74 6.729 12 40,646 64 Inc. 3,587 55 50,224 16

\$70,908 87 Total credit to profit and loss for 1860. There has been added to the construction and equipment account during the year \$3, 945 88, of which \$2,-061 60 was for the construction of telegraph line, and the balance chiefly for improvements at the wharf at Huntingdon. There has been deducted from the same account \$9,010 for an engine returned, leaving this account \$5,064 12 less than at the last

report. There has been charged to the Improvement Account \$6,121 09, of which \$2,800 was for the one half of improvements made in 1859 by D. Blair, at a colliery held jointly by him and the Company. The remainder was principally for opening and improving the Cliff Colliery, developing the Fulton Vein, &c.

Although the Company have always been cramped in their finances, the fer materially from what it was one the material used in the construction

nage and to permit the passage of available for the total liquidation of system were unavoidable, now rarely trains, the sidings at Fisher's Summit their unfunded debt. The Board are occur. and at McConnellstown have been now endeavoring to get this debt into lengthened, and an additional siding such a situation that the Company sider that had we been without a tele-has been put in at Coffee Run. The will only be required to pay the inter-

established, the cost of which, together | months. with permanent improvements at the

The Rolling Stock of the Company differs but little from our last report, the purchases of new stock for the year being confined to eight new coal

The Pennsylvania Railroad Company during a good part of the year ran a through train from the Company's weigh scales at Saxton to Harrisburg. By increasing this to two or three trains per day, as the trade may de-







WILLIAM LEWIS, Editor and Proprietor.

-PERSEVERE.-

TERMS, \$1,50 a year in advance.

HUNTINGDON, PA., WEDNESDAY, FEBRUARY 13, 1861. VOL, XVI.

November it was altogether inadequate | well requited for advancing the necest to the wants of the trade, and our ton- sary means to complete the grading Ashcom, of Hopewell, for repairs of chairs heretofore used.

ny are building jointly three hundred eight-wheeled coal cars, equal to six hundred four-wheeled. expression of the business, from all of which now goes via Cumberland to satisfaction.

The Board desire to release to the control of the business, from all of duced here I satisfaction.

The Board desire to release to the control of the business, from all of duced here I satisfaction.

The Board desire to release to the control of the business, from all of duced here I satisfaction. the commencement of last year, determined to establish a very low rate of freight on all coal coming through to the control of the company, and the collieries of the Company, and they have shown to do everything in the important changes have been made they have shown to do everything in their power to facilitate our trade.

The Superintendent, Mining Enginvet sufficiently developed to enable us to speak positively, still we look upon to speak positives, some we look upon it as nearly doubling the value of the Company's mines at Crawford. A Railroad and Coal Company.

new opening has been made below the DR. close of the season 6,895 tons were

> ties want it, that it will rented be in a short time. The arrangement for shipping via Lebanon Valley and Reading Railroad factorily, and the tonnage by that route must eventually be very large. The rates of freight however on coal destined for this route have not been very remunerative, owing to the se-vere competition at Tide Water from

the Cumberland Coal. For the last few weeks the local demand for our coal has been much less than at the corresponding period of last year, the rolling mill orders being nearly all suspended on account of the financial difficulties now existing.

It is to be hoped that this will not long continue. The orders for Railroads continue fair. The financial condition of the Com-

pany is as follows: Unlunded Debt, Unfunded Debt, Second Bonds owned by Company, out as colluteral, to be ta-ken by seditors as per agreement when \$46,000 00 Cash, Freight, and Coal Bills, 3,268 58

49,268 58 \$125,766 16 COUPONS OVERDUE On First Bonds, 19.023 00 \$46,843 26 Coupons Funded.

First Bonds, Scrip, due Oct. 1st, \$49,892 50 First Bonds, Scrip, due July 1st, 24,815 00 Second Bonds, Scrip, due Feb. 32,427 50 1st, 1863, Second Bonds, Scrip, due Nov. 16,100 00 1st, 1864,

Total. \$123,235 000 Sum required to pay interest on mortgage bonds, compon certificates, overdue coupons, and unfunded debt: First Mortgage, \$500,000 @ 7 \$35,000 00

per cent.. Second Mortgage, 500,000 Less Unsold, 46,000 \$454,000 @ 7

per cent.,
Total Coupon Debt, \$170,078

@ 6 per cent.,
Unfunded Debt, interest, say

From this you will perceive that the

wharf at Huntingdon, has been charged to the construction account.

The Rolling Stock of the Company gether with the pinch in the money account, \$1,238 &4, was for finishing the state of the sudden contact and the sudden contact gother with the pinch in the money account, \$1,233 84, was for finishing other matters connected with the market, prevented us from being able trestle-work at Huntingdon basin, from Maintenance of Way, is respectfully to meet the second instalment prompt- for sidings, drawbacks in payments of submitted. ly, but we hope to get all the unpaid coal cars, and experimental surveys coupons of October last taken up pre- for inclined planes. vious to the maturity of the April interest. To accomplish this, the Board

mand any increase of business for the present year can be readily met by the motive power now in possession of of the Bedford Railroad to Bloody Run, locomotives, which is nearly the enthe Moure power now in possession of the Company.

Additional cars for the canal shipments are much wanted, but it is probable that these will be supplied by the Operators.

The supply of cars from the Pennsylvania Railroad Company for the super trade up to the lat of September.

The supply of the Settord Railroad to Bloody Run, locomotives, which is nearly the entire increase of this account over last year. The maintenance of way expenses were necessarily heavy owing grading the other three, they were compelled to suspend work for want of funds. What prospect there is of the extensive repairs to bridges, trestle-work and track made necessarily heavy owing to the extensive repairs to bridges, trestle-work and track made necessarily heavy owing to the extensive repairs to bridges, trestle-work and track made necessarily heavy owing to the extensive repairs to bridges, trestle-work and track made necessarily heavy owing to the extensive repairs to bridges, trestle-work and track made necessarily heavy owing to the extensive repairs to bridges, trestle-work and track made necessarily heavy owing to the extensive repairs to bridges, trestle-work and track made necessarily heavy owing to the extensive repairs to bridges, trestle-work and track made necessarily heavy owing to the extensive repairs to bridges, trestle-work and track made necessarily heavy owing to the extensive repairs to bridges, trestle-work and track made necessarily heavy owing to the extensive repairs to bridges, the completion was treated to the extensive repairs to bridges, the completion was treated to the extensive repairs to bridges.

You will observe that with the largesylvania Railroad Company for the sarly completion we are not able way trade up to the 1st of September, to say. The sum required to finish was quite ample; but during the months of September, October and sylvania Railroad Company would be represented business of the road.

You will observe that with the large-representation of the road.

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cer, and other officers of the Company The vein of coal lying fifty feet be-low the Barnet, and known as the at Huntingdon and upon the Road,

1861. Jan, 1. To Capital stock act, \$430,653 21 Preferred stock, " -\$472,403 21 Bond Bills payable, loans 661,778 69 277,294 18

1.416 49 Passsengers, Freights and Mines, 120. Profit and loss account, 68. 68,800 77 Bills payable, Loans, 277,294 18

From which deduct amount for which Crs. have agreed to take preferred stock, 120,526 67 To which add am't, due for bonds borrowed of directors, 7,300 00 Amt due for interest on certificates due and uncalled for, Amt due B. T. I. C. drawbacks, Amt due salaries, & 7.369 62 793 50 temporary loans,

18,267 19 \$175,034 70 Amount of unfunded debt, By construction and equipment Real Estate and improvement at Mines, at Mines,
Running expenses, maintenance
of way, superintendence, &c.,
Interest account, interest on
renewels, notes paid, interest Incidental expenses, Office exnenses, salaries, &c., Bills receivable, bonds and stock, Balances due on stock, Balance in hands of Sup Drawback account. Cash and cash assets,

\$1,602,220 33

from his Report are here annexed. Valuable tables prepared by the Superintendent, showing all the details of the business on the road, are at the office of the Company and open to the inspection of the stockholders.

EXTRACTS. The amount charged to construction and equipment account during the year was \$3,295 44, of which \$2,061 60 31.780 00 10,204 68 was for the construction of the Com-10,000 00 pany's line of telegraph which was commenced in January and finished in \$86,984 68 | March, between Huntingdon and Hopewell, 31 miles; the cost per mile being \$66 50, which includes full sets of first condition of the Company does not dif- class instruments for five offices. All

During the year just closed, I conhas been put in at Coffee Run. The cost of all these has been charged to Maintenance of Way, and to that extent reduced the net carnings.

Thirty miles of telegraph wire has been exceeding bounds by paying one-third cost of working the line adds been exceeded and the necessary stations extellighted the cost of which together. to our expenses only about twenty-five The short supply of cars in October dollars monthly—our agents and clerks

Our working expenses show an increase over 1859 of \$17,542.35; the tonnage, an increase of 57,557 tons, have directed the suspension of any tonnage, an increase of 57,557 tons, further attempt at a reduction of the floating debt of the Company for the 483 21. \$3,000 were expended for new copper fire boxes for locomotives Hia-

The contract with Messrs. Dock & safe and economical than the east iron OUR CORRESPONDENCE. nage and receipts both suffered severe- and superstructure by the connection engines, cars, tools, &c., and for fur- In the early part of the year it was FRIEND LEWIS:ly in consequence of it.

The supply of ears from the Reading Railroad Company has been sufficient for the through trade during the entire year.

The Pennsylvania Railroad Company has been sufficient for the Pennsylvania Railroad Company has been sufficient for the through trade during the entire year.

The Pennsylvania Railroad Company has been sufficient for the through trade during the portion of the business, from all of dured here has worked to construct the early part of the year it was force, and for three years it was force, and for the summer to instance of the summer to the early part of the year it was force, to sustain the road-way under the increasing tonnage passing over it. This system has worked very satisfactorable very satisfactorable work during the summer, to deepen type. The earth has made its annual type. The earth has made its annual type. The Pennsylvania Railroad Compa- portion of the business, from all of duced here has worked to our entire and cleanse the side drains, remove revolution almost sixteen times since

I would earnestly recommend the

huilding of permanent shops at Saxton or Huntingdon, for repairs, engines,

country along the line of the road is span over thirty feet. considered being comparatively poor, producing no more than is needed for home consumption, not leaving any

The receipts from that source will increase after the Bedford Railrond is been employed to inspect Norris and completed, which it is hoped will be Rough and Rendy Trestles; this with during the present year.

Owing to the small passenger business during the fall and winter months | tion of the important mechanical struc-(or about half the year,) and the ex- tures of the road. pense of doing a way passenger busipassenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passenger car attached to carry about forty passenger car attached Twould recommend the purchase of a steam car large enough to carry about forty passenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passenger car attached—I would recommend the purchase of a steam car large enough to carry about forty passenger car attached—I would recommend the purchase of a steam car large enough to carry about the carry about the carry about the carry about the sengers with their baggage. These have been lengthened, the former 364 cars are an economical substitute for feet and the latter 255 feet. The colthe costly locomotive, and would suit liery siding at No. 3 has been extended our trade. A car could be built, with 393 feet, to accommodate the Compaa baggage apartment, that would do ny's Cliff Mine opened last June. our passenger business at all seasons, at one-fourth the expense of a train drawn by a locomotive.

The coal trade suffered very much October, for want of cars, the Pennsylthe required amount; had we received a full supply during those months, our yearly shipments would have reached 200,000 tons.

Our motive power is in good order, and we can do an increased business it being generally in better condition than at this date last year. Our coal gars (for the canal trade) having been extensive repairs, and about one-fourth the meaning of the original number have been en-

and employees for the prompt and cheerful manner in which their several vations in short distances. duties have been performed, and to Enoch Lewis, Esq., General Superintendent Pennsylvania Railroad, and his Division Superintendent, for their anceasing efforts to accommodate our trade.

Respectfully submitted,
JOHN J. LAWRENCE, Superintendent.

Interesting information from the

dent: 78,216 tons coal were shipped in Penna R. R. cars; 76,741 tons coal 13,000 white oak cross-ties.
were shipped in Reading R. R. cars; The absence of acciden

one mile.

The number of passengers carried was 14,856. Miles traveled 216,537, equal to 7,000 through passengers.— The mileage of Locomotives was 103,-

457 miles. H. & B. T. R. R. & C. Co. Engineer's Office, Saxtone January 1, 1861.

J. LAWRENCE, Esq., SUPERINTENDENT. The following Report of the condition of the road and its branches, with other matters connected with the

The total length of single track is as follows: Main Line, Huntg'n to Hopewell, 31

Shoup's Run Branch, Sidings, Six Mile Run Branch, Sandy Run Branch, 471

Total. During the past year there has been used in the renewal of the superstructure of the road, 3,208 cross-ties, 1,061 from Cambria Iron Works and rolled and broken off. of uniform equality, have, as far as tested, proved satisfactory.

portions of slopes in cuts liable to slide the first copy of the Globe was issued; Baltimore and Ohio Road.

The only drawback being the great on track, and to make other general and for twelve years I have been permitted distance of the shop from the business improvements on the road-bed. The rusing its instructive columns. Being hundred four-wheeled, expressly for our their sense of the kindness and courte-trade, all of which will probably be ready in time for the spring business.

Railroad Company and the Reading Important changes have been made

Important changes have been made

Important changes have been made

Railroad Company, in the disposition

Railroad Company and the Reading gines running between Saxton and latter case entirely filling it up. latter case entirely filling it up.

Stonerstown Bridge has been strength- subscription book may be well filled ened by the introduction of heavy spur braces, abutted on skew-back timbers placed on the large anchor irons, and The vein of coal lying fitty feet oc. at Huntingdon and upon the Road, low the Barnet, and known as the statement of the Road of the Fulton Vein, first discovered about continue to enjoy the confidence of the coal freight do not show much increase introduction will relieve the lower cover 1859. Nor can it be expected chords of the heavy strain thrown on that the receipts from those sources the lower cover 1859. The EYE THAN ART.

braces, &c.

the watchmen at Huntingdon and Stonerstown, insures a thorough inspec-

To meet the requirements of the inhave been lengthened, the former 364

A permanent water station is now nearly completed at Blair's Station, on Shaup's Run Branch, the water is taken from a point in the stream sufficiduring the months of September and ently above the collieries to avoid recoiving with it any of the water from lies are so numerous and glaringvania Railroad having a heavy trade the mines. This improvement will from the West, could not give us near facilitate locomotive operations at upper collieries, and on Switch Back Road.

A substantial retaining wall has been constructed along track at Huntingdon, from depot buildings to a point near old provement to the bridge abutment at mill race would be very desirable.

In the beginning of last year a surof the original number have been entirely rebuilt during the past year.

The distribution of cars to the different mines during times of scarcity, is done according to the number of men employed and their capacity to be number of men employed and their capacity to be now gravitating and their capacity to be now the soul to God as the Supreme Ruler of all things, and the Great Fountain from which all true pleasure is derived.

Do you doubt it? Behold the beautiful maning and the ground the soul to god as the Supreme Ruler of all things, and the Great Fountain from which all true pleasure is derived. 3,260 58 year. The road and rolling stock mont to near Broad Top City is 5 miles, never was in better condition, nor were to which add the extension yet rewe ever so well prepared to do a large quired to develop Six Mile Run, 6 8-10 Superintendent's Report.

A great portion of the Report of J. Lawrence, Superintendent of the road, being embodied in the Report of the Board of Directors, extracts only being embodied in the Report of the Board of Directors, extracts only being embodied in the Report of the Board of Directors, extracts only being embodied in the Report of the Board of Directors, extracts only being embodied in the Report of the Board of Directors, extracts only being embodied in the Report of the Board of Directors, extracts only being embodied in the Report of the placid lake like a mighty miles, making the total length of new miles, making the total length of new road to be constructed, 11 8-10 miles.

The successful application of similar systems in many of the coal fields of the conomy of stationary over locount of the placid lake like a mighty miles, making the total length of new road to be constructed, 11 8-10 miles, making the total length of new road to be constructed, 11 8-10 miles, making the total length of new road to be constructed, 11 8-10 miles, making the total length of new road to be constructed, 11 8-10 miles, making the total length of new road to be constructed, 11 8-10 miles, making the total length of new road to be constructed, 11 8-10 miles, making the total length of new road to be constructed, 11 8-10 miles, making the total length of new road to be constructed, 11 8-10 miles, making the total length of new road to be constructed, 11 8-10 miles, making the total length of new road to be constructed, 11 8-10 miles, making the total length of new road to be constructed, 11 8-10 miles, making the total length of new road to be constructed, 11 8-10 miles, making the total length of new road to be constructed, 11 8-10 miles, making the total length of new road to be constructed, 11 8-10 miles, making the total length of new road to be constructed, 11 8-10 miles, making the total length of new road to be constructed, 11 8-10 miles, making the total length of new road to be constructed, 11 8-10 miles, maki motive power in overcoming large ele-

The survey was made mainly to develop the facts of the routes proposed, to obtain just ideas of the problem to parts of the region, and that any ex-tension of the branches constructed in the meantime can be located intelligently, so as to conform to and ultimately be embraced in the general

system contemplated. During the ensuing year we will re-Tabular statements of the Superinten- quire for general renewal of road superstructure, 250 tons of iron rails (re-rolled,) 1,200 wrought iron chairs, and

The absence of accidents during

Frederick Stine, of Susquehanna township, in this county, recently lost four children in the space of eight days, victims of diphtheria or putrid sore a few days, all victims of the same disease. Three of them died within eight hours, and were all buried at one time! Hundreds of homes in various sections of the State have been desolated the present winter by this terrible scourge, aptly styled the "demon of the nursery." A number of persons, old and young, in our city, are afflicted with sore throat, but the disease is not attended with the fatelity reliable and attended with the fatality which marks its progress elsewhere. We presume this is mainly owing to the skill of our physicians.—Harrisburg Telegraph.

How LEAD PENCILS ARE MADE.—The pest black pencils are made from the natural ore of plumbago; but the more common sort from an artificial compound of plumbago, dust and antimony.
The lumps of plumbago are cut into ture of the road, 3,208 cross-ties, 1,061 thin slices by a small circular saw.—wrought and cast iron chairs, and 551 the slices are dipped in glue, pressed tons of iron rails. The rails received into the groove of the prepared wood

tested, proved satisfactory.

The use of substantial wrought iron chairs during the latter portion of the past season, has been found to be more

The uniform equality, nave, as far as test than nothing, and the divine preached from the following vanity."

There is a man in Greenbush—Kings have descended from their thrones to pay it homage—the theme of poets and philosophers in all ages of is no fool like the fool-Hardy."

the following essay. Hoping that your

The eye is a natural camera by The trestles have been thoroughly which the pictures of objects are pre-repaired, eighty new track stringers sented to the mind, from which we obhave been introduced, also sills, posts, tain ideas of the objects presented; and the impressions thus received, con-Since October last, a watchman has stitute the stand-point from which we reason. If the impression made upon the mind is of a grand and imposing character, it is said to be pleasing to the eye, and our reasoning will be in accordance. On the contrary, if the idea received of the object become of an ordinary or disgusting character,

> scenes of transient beauty; she has reared stately mansions; splendid cities, both ancient and modern; pyramids: towers and obelisks-but what are all these compared to one of nature's crowning works? A mere gew-gaw in comparison. With what is our transient pleasure destined to stop; What but with the idea of man-that poor puny worm of the dust, whose knowledge is so limited and whose foltransient as his works-here to-day to-morrow in eternity. Thus it is that the ideal pleasures derived from viewing the works of the creature are rapidly metamorphosed into feelings of sorrow and remorse.

But how different when we behold warehouse, and the roadway filled in the handi-work of the Great Architect with the same power, over last year, with ballast—the extension of this imsented to our view, which are calculated to inspire tranquility; to effect a had stain the brand order; to brand deur; to unfold the or human cranintelligence; to excite admiration and

ship, and has been generally satisfac- showed the adaptability of the ground tiful landscape of the world; the lofty for such a system, requiring the conmountains mingling their snow-capped struction of three planes, overcoming summits with the clouds of heaven: summits with the clouds of heaven; 5.102 24: No serious accident has happened to struction of three planes, overlands the property of the Company, nor has an elevation of 908 feet. The length the hills decorated with magnificent forests; the plains stretching from one fields, where verdure is ever green and sold for the horizon to the other, deck-hossoms never fade. side of the horizon to the other, decked with flowers of every hue in beauty's crown; the placid lake like a mighty

> be met in developing these important you look down upon the whole of Sisource to its mouth.
>
> Do you doubt it? Go visit the Falls

of Niagara—a cluster of beauties gor-geously decorated with majestic cliffs, splendid rainbows and lofty trees; while vast floods of sparkling water, dense, beautiful and stupendous, vehemently burst over a precipice of one hundred and fifty feet as if the cata-

tumnal evening, after the orb of day has descended below the western holizon, take a serious and after the orb of day has descended below the western holizon. rizon, take a serious and attentive view throat. Mr. Henry Myers, of Cumberland township, Adams county, followed six children to the grave within along the moon—the beauty of heaven—the glovy of the stars—

" O'er Heaven's clear azure spread her sacred light, When not a breath disturbs the deep serene And not a cloud o'ercasts the radiant scene; As 'round her throne the vivid planets roll And stars unnumbered gild the glowing pole; G'er the dark trees a yellower verdure is shed, And tip't with silver every mountain's head; Then shine the vales—the rocks in prospect rise A flood of glory bursts from all the skies."

As the moon ascends the ethercal the stars—the flowers of heaven—the orbs, emitting their radiant light from every part of the delightful scene; and all moving with an apparently slow she's but a trouble here." That quiet ed the old lady. and silent motion along the cycle of ed the old lady. the heavens. A scene is presented which man with all his imaginary pomp and splendor, appears on comparison as a mere microscopic animalculc-yea, as less than nothing, and

the world. Even the untutored savage has been struck with admiration at the view of the starry heavens, and has regarded the celestial luminaries, either as the residences of his gods, or the arbiters of his future destiny.— Nature is man's best teacher. Even in the smallest blade of grass she unfolds her treasures to his search, unseals his eye, illumes his mind, and purifies his heart. Wherever we turn our eyes some object of beauty, and admiration appears, above, below, and around. In the depths of the briny occan; in the subterranean caverns of the earth; and in the Heavens above our heads, always blooming, always beautiful, and will continue to bloom till that great and terrible day, when the Heavens and the earth will pass away, and the elements melt with fervent heat."

Whatever tends to enlighten the mind, instruct the heart, and elevate the soul, should be matter of the utmost concern, and the most careful at-

tention of every individual. On the other hand, whatever has a tendency to obscure that immortal principle, to fill the heart with desires of the most uncontrollable nature, and finally, to sink the soul deep down in the dark and dismal abyss of interminable woe, should be looked upon as a fiend, whose fangs are more destructive than the most poisonous reptile that

ever crawled. The former is high and ennobling in its character, while the latter is goveling, sensual, and devilish, embrac-ing a few of the leading features of

Of all the foul and fearful passions which invade the human beart, this is

surely one of the most direful. It has hurled angels from their lofty habitation, down, down—to the "bot-tomless pit." It is a slow, but ever accumulating crime in the bad man's breast, a feeling of revenge or hatred that steadily steals into the heart in moments of calm reflection, dwelling there insatiate, devising schemes to work the utter ruin of some poor trembling inhabitant of earth, whose fortune has fallen unlucky in the great scale of chance, perhaps, suffering already the extreme loss of a half

ruined reputation. What is it, but a slow, simmering poison, a low, selfish meanness, with snakish looks, that will eventually, if not arrested in its heinous course fry the very soul, as it were, to a crisp, in the burning furnace of Jehovah's wrath. A craving sensual desire to rob the pure of their purity, the weak of their little strength, the innocent of their innocence, the holy of their faith and their God; to see them trampled under foot of man, and at last sink down in the awful whirlpool of dark

Will a man rob God? Gentle reader, he who practices this enormous crime of ruining character, surely deserves to be branded with the epithet of a robber and traiter to his God. . He most certainly forgets that he is a responsible being and that the scrutinizing gaze of the Almighty is constantly resting upon him. Remember thou caviler of truth, that it is a fearful garments with so filthy an enemy, g wash, and stain them no more. Avoid this woful crime as you would the

Leprosy, or the most fatal disease that ever existed. If thou hast not yet been overtaken by this loathsome epidemic, be glad, and still shun the broad, frequented paths along which it lurks; pass not that way, they lead to no enchanting

blossoms never fade. Cassville Seminary, Feb. 2, 1861.

DATES WORTH REMEMBERING. 1180, glass windows first used for light: 1285, chimneys first put to houses; 1252, lead pipes for carrying water; 1290, tallow candles for light; 12jects, that no imagination has dared 90, spectacles invented by an Italian; even to form an idea of so glorious, 1302, paper first made from linen; 1341 pleasing and magnificent a scene; nu-merous volcanoes with their smoking summits appear under your feet; and of printing from movable types; 1474, watches first made in Germany; 1540, cily as on a map, and can trace every variation in the compass first noticed; river through all its windings from its 1543, pins first used in England; 1590, telescope invented by Porta and Jansen; 1590, Jasper's satellites discovered by Jansen; 1601, tea first brought to Europe from China; 1608, theater first creeted in England by Shakspeare; 1610, thermometer invented by Sane torous; 1616, circulation of blood discovered by Harvey; 1626, bricks first hundred and fifty feet as if the cata-racts of heaven were opened, and the ing in colors invented; 1620, newspabeen cramped in their finances, the Board have considered it sound policy to keep the Road and Rolling Stock in the best condition.

A large number of new and heavy during the year been considerably increased, and with a more remunerative put in, defective rails been re-rolled or put in, defective rails been re-rolled or the grant deep were opened, and the material used in the construction of the she were shipped in Reading R. R. Cars; the absence of the wond were opened, and were shipped in Company's cars for canal. 187,858, total is the best ovidence of its condition pany's cars for canal. 187,858, total is the best ovidence of its condition pany's cars for canal. 187,858, total is the best ovidence of a large to substantial cross-tics, and the same rate of heaven were opened, and were shipped in Reading R. R. Cars; the absence of the wond were opened, and the material used in the construction of the substantial cross-tics of the attention of a large to substantial cross-tics, and the substantial cross-tics, and the procured. The labor having been permitted in the first stabled; 1630, sho-bwspaths of the same rate of the substantial cross-tics, and the procured. The labor having been permitted in the park the park the park the park the park the procured. The labor having been permitted by the regular division hands, the park the par fountains of the great deep were broken up, that man might "look up through nature to nature's God," and catch a glimpse of the golden streets clocks invented; 1641, coffee brought to keep the Road and Rolling Stock in the best condition.

A large number of new and heavy cross-ties have during the year been put in, defective rails been re-rolled or re-placed by new, unsound stringers and uprights at trestles been removed proper in the Board has been to get the carnings and uprights at trestles been removed and uprights at trestles been removed and unfinded. The design of the Board has been to get the carnings are moved with greater regulated by new, unsound stringers and uprights at trestles been removed and unfinded. The design of the Board has been to get the carnings are moved with greater regulated by new and heavy substituted, and additional and maditional reasonable to the same motive power than the tonnage of the whole was only about half the price usually paid contractors for similar work.

By the aid of the telestial city.

By the did of the telestial city.

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By the aid of the telestial city.

By the did of the telestial city.

By the aid of the telestial city.

By the did of the telestial city.

By the aid of the total coal car mileage being equal to 2,181,780 cars hauled one mile.

The total tonnage of the road first invented; 1649, steam-unite safety.

By the aid of the telestial city.

By the aid of the telestial city.

By the aid of the telestial city.

By the great land efficient repairs done to its mechanical structures, cence to the already unrivaled mechasism of the "Great I Am." steam-engine improved by Watt; 1785, stereotyping invented in Scotland;

> Daguerre, France. A PULPIT ANECDOTE. -Some days since we chanced to be in company with several divines, who were relating numerous amusing anecdotes of the pulpit. Among others the following struck our fancy as one deserving of record:

"I was," said the reverend gentleman, "attending divine service in Norfolk several years ago, during a season of some excitement. While the perarch, diffusing her soft and mellow son officiating was in the midst of a most interesting discussion, an old lady among the congregation arose, clapped lamps of the universe—one after another emerge from the blue vault till Father, if I had one more feather in other emerge from the blue vault till my wing of faith, I would fly off to the whole celestial concave appears all glory!" The worthy gentleman who the whole celestral concave appears all glory!" The worthy gentleman who over studded with millions of shining glory!" The worthy gentleman who carbs emitting their radiant light from was interrupted, immediately replied,

A minister had a quarrel with one of his parishioners by the name of Hardy, who showed considerable resentment. On the succeeding Sunday the divine preached from the following Kings have descended from their emphasis, and with a significant look