The Huntingdon Journal.

J. R. DURBORROW, - - - - - EDITOR

HUNTINGDON, PENN'A.

Wednesday Morning, March 6, 1872.

Republican State Convention.

HEADQUARTERS REPUBLICAN STATE CENTRAL COMMITTEE OF PENNSYLVANIA. PHILADELPHIA, Feb. 5, 1872.

In pursuance of the resolution of the Republican State Central Committee, adopted at Harrisburg, January 18th, 1872, a Republican State Convention, composed of delegates from each Senatorial and Representative district, in the number to which such district is entitled in the Legislature, will meet in the Hall of the House of Representatives, at Harrisburg, at 1 o'clock, noon, on Wednesday, the 10th day of April, A. D. 1872, to nominate candidates for Governor, Judge of the Supreme Court, Auditor General (should the Legislature provide for the choice of one by the people), and an Electoral Ticket; and also to elect Senatorial and Representative delegates to represent the State in the Republican National Convention, to be held at Philadelphia, June 5, 1872.

RUSSELL ERRETT, Chairman.

WM. ELLIOTT, D. P. HOUSTON, EZRA LUKENS, P. M. LATTA, } Secretaries.

☞ The Russian fleet, with Prince Alexis and suite, are in Havana.

☞ The Wisconsin Legislature has just passed a law making State election days legal holidays.

☞ Queen Victoria is going to Berlin to visit her daughter, the wife of the Prince Imperial.

☞ Forty thousand copies of the Congressional report on the Ku Klux outrages have been printed.

☞ The *Monitor* is respectfully referred to Hon. R. Milton Speer, for an answer to its tariff conundrums.

☞ James Fisk's horses, carriages and stable outfit were sold at auction, on the 28th ult., for $50,000.

☞ Seth I. Comly has been appointed Collector of Customs, at Philadelphia, vice J. W. Forney, resigned.

☞ The Assembly at Albany has passed the Committee of Seventy's new city charter. It is now before the Senate.

☞ The death penalty has been abolished in Kansas. Imprisonment for life is now the severest penalty under the law.

☞ The new Russian Minister, Baron Van Offenberg, accredited to the United States, has left St. Petersburgh for Washington.

☞ The *Monitor* has ordered a new power press. The organ of the Democracy, in this county, is looking up. We are glad to hear it.

☞ The Local Option Bill, as it is generally known, has passed the Lower House of the Legislature. Now we will see what the Senate will do with it.

☞ Hon. John Scott, Hon. Lot M. Morrill, Hon. M. H. Carpenter and Hon. Z. Chandler, all of the U. S. Senate, will accept our thanks for public documents.

☞ European journals state that the mission of Prince Frederick Charles of Prussia to Rome, is to bring about an alliance between Germany, Austria and Italy.

☞ Miner, the American who murdered a workingman in London, on the night of the 17th ult., has been committed to jail to await trial, on the charge of wilful murder.

☞ "Formerly," said Nye in the U. S. Senate the other day, "everybody thought General Grant a great and good man, but that was before he had removed anybody's relations from office."

☞ Gen. Wm. T. Sherman and Lieut. Grant have been sojourning at Naples for a few days past. They, with a party accompanying them, held a pic-nic among the ruins of Pompeii.

☞ The very Reverend Henry Benedict Coskery, Vicar General and Administrator of the Arch-idiocese of Baltimore, died in that city, on the evening of Feb. 27th, in the 64th year of his age.

☞ The campaign in New Hampshire is prosecuted with great energy. The Democrats are circulating the anti-Grant speeches of Sumner, Schurz and Trumbull, and both sides are working like beavers.

☞ It is now conceded, by all parties, that President Grant will be nominated at Philadelphia, on the 5th of June next, and that he will be elected to serve a second term as President of the United States.

☞ L. S. Wright, Esq., Warden of the Western Penitentiary, located in Allegheny city, Pa, will please accept our thanks for a copy of his annual report for 1871. The exhibits are very satisfactory.

☞ If the editor of the *Monitor* were to give some attention to the tariff articles, published in the JOURNAL, he would not be floundering about asking questions that have been answered a score of times in these columns.

☞ The Maine farmers are discouraged by the failure of the hay crop and consequent depression in the price of live stock, and are emigrating in considerable numbers to the fertile plains and genial climate of the West.

☞ Boutwell's usual "Monthly Joke," as the *Patriot* styles the Monthly Statement, shows that during the short month of February $12,391,451 of the National debt was paid off. This "little joke" will be the death of the *Patriot* and its friends.

☞ A new candidate for local favor has appeared, christened the *Cove Echo*, which is published at Martinsburg, Blair county, by Brumbaugh Bros., of Marklesburg, this county. It is a very neat sheet, and we hope it may be extensively patronized.

☞ The Senate has spent a month over Sumner's "Old Guns Resolution." A New York city paper announces the proceedings under the following heading: "The Senate as a Hen Convention on the Hatching of Cannon Balls—the Incubation probably eternal."

☞ Several articles have appeared in this paper in regard to the Spring Election, but they were all premature. The election will take place on the third Friday in March, being the 15th day. The articles in question were pompted by the elections in several adjoining counties.

THE GREAT SOUTHERN PACIFIC RAILWAY.

Colonel Thomas A. Scott, Vice President of the Pennsylvania Central Rail Road, has a project on hand, the consummation of which will be one of the most magnificent feats of the age. His proposition evinces a power of mind of almost unlimited magnitude, and the enterprise in which he is engaged will, when completed, be a monument to his energy far more worthy of contemplation than the conquering of nations, or the achievement of political fame. It has been proposed to make the modest Colonel President of the United States; but while this little matter is under contemplation, he is making himself the president and chief manager of the greatest railway organization in the United States, or in the world.

Within a few days past the public prints have announced the fact that Col. Scott has been elected president of the Texas Pacific railway, in place of Marshall O. Roberts, of New York. But his control of that enterprise is only one link in the great chain of railroads of which Col. Scott is now securing the direction and management, and which, when completed, will extend from the British Provinces east of us, through Maine and the other New England States, the Middle and Southern States, and Texas, across the Continent, and on to the shores of the Pacific Ocean. This grand scheme has nothing utopian about it. The enterprise is practicable and its consummation is imperatively demanded in the interests of our vast and rapidly increasing internal and trans-continental travel and commerce. The Central Pacific railway is inadequate to the demands of the country. It is not reliable during the winter season. The experience of the past month calls louder for a more southerly route than the eloquence of man Hundreds of passengers and millions of dollars worth of freight have been held midway on the route, under a snow blockade, lasting over an entire month, less two or three days. The Southern route will experience no such barriers.

We have been informed, on good authority; that Colonel Scott has been thus far eminently successful in his negotiations, and his railroad connections, from the Atlantic to the Pacific, are nearly completed. The Texas Pacific road is not yet constructed, but the work, under the new management, will be pushed vigorously forward, until it is completed It was stated in some of our exchange papers that Col. Scott and the directors of the Texas Pacific railway proposed to use the narrow gauge track. Such, we are informed, is not the fact. Mr. Silas Seymour, the well known consulting engineer, was, sometime ago, applied to by Mr. Marshall O. Roberts for his opinion on the subject of narrow gauges for great trunk lines of railroad. Mr. Roberts, as president then of the Texas Pacific Railroad Company, had received from the chief engineer of that company, General G. P. Buell, a report in favor of the narrow gauge of three feet six inches, the reason for recommending it being first, that in the construction of the road bed, the difference of cost will be 30 per cent in favor of the narrow gauge; second, in the construction of the superstructure, the difference of cost will be 45 per cent. in the same direction; third, with proper construction of rolling stock, a speed of thirty-five to forty miles per hour can be attained with perfect safety on the narrow gauge; fourth, the construction of rolling stock will cost 50 to 55 per cent. less; and fifth, in loaded trains of mixed freight and cars on the 3 foot 6 inch gauge, the percentage of dead weight to load will be about 47-100, while in a similar train on the broad gauge it will be about 75-100.

But Col. Scott and the directors of the road, are not so sanguine of these results, and have decided to use the broad gauge for the main line, though they may adopt the narrow gauge for roads to be built as feeders to the grand trunk road.

The State of Texas, in reference to area, climate and soil, is, we are safe in saying, ahead of every other State in the Union. Its resources are, however, undeveloped. Railroads, capital and enterprise are required. After the former is introduced, capital and enterprise will follow. There is now a joint resolution before both branches of Congress to cede to the United States about one-fifth of the State of Texas, for the purpose of an Indian reservation, or to organize into another State as may be deemed advisable—the United States to pay fifty cents an acre for the same. This will enable the State to liquidate its debt, provid a magnificent school fund, to establish a liberal free school system, and place a handsome reserve fund in the State Treasury. The State is now a great centre of attraction to immigrants from Europe, and even from Asia. A number of railroads have recently been projected, and some of them are nearly completed; and with the great Southern Pacific passing across the entire State capital and immigration will rapidly increase, and an impetus will be given to the manufacturing, agricultural, and other industries. The success of the Southern Pacific railway and the prosperity of Texas are inseparable.

☞ The New York *Shipping List*, and *The Dry Goods Reporter* state that "American cotton manufactures now command the home market." The enormous foreign imports are far less in amount and value than the domestic supply. This is an important achievement, and is due mainly to our protective policy; for when the home product controls the market it rules the prices, and the foreign article, in order to reach our markets, *must pay the duties* and sell at *our* not *their* prices. It is so with iron, steel, and all other products: when the American supply is in excess of the foreign, we have the control of the markets and fix the prices, and foreign producers, in order to reach our markets, must pay the duties and the cost of transportation, or stay away.

☞ D. S. Elliott, Esq., editor of the Bloody Run Press, popped in upon us the other evening looking as bright as a newly coined dollar. He assures us that the Press is flourishing, and that in a few weeks he will have a power press. This is encouraging. May the Press ever prosper.

WHO SUPPORTS the FREE TRADE LEAGUE OF NEW YORK?

All the free-trade pamphlets distributed over the country are prepared and circulated under the auspices of the Free Trade League of New York City, and in the interest of British manufacturers and importers. Who furnishes the funds for this free circulation of free-trade publications? Let us see. By their own reports we find that the League received $42,000 in one month from the following persons, all of whom are either British manufacturers, or directly connected with English firms.—The contributions are: Naylor & Co., English steel house, $500; George Ward, banker, agent of Baring Brothers, $500; Mall & Co., importers, Mall, Belgian Consul, $500; Pell, Liverpool and London Globe Insurance Co., $842; A. B. Sands & Co., drug importers, relations of the London Bankers Baring Brothers, $6,257; H. Marshall, Treasurer of the League, agent of Black Ball line Liverpool packets, foreign banker, $5,500; Grinnell, Minturn & Co., Minturn brother-in-law to Baring, $3,800; and so on through the list.

The Loncon *Mining Journal* says: "In this League succeeds in the United States *we may hope for a very large trade with that country.*" English manufacturers are now shipping more pig iron, rails, and other iron to the United States than to all other parts of the world, and yet they are not satisfied. "It reminds us of the days of 1846," says a careful observer and writer, "when men in Glasgow and Manchester subscribed $100,000 to lower our tariff, and some of them were foolish enough afterward to say that they more than got their money back by breaking down our factories, and then selling us goods at their own prices."

Here is more testimony as to the source of the patronage conferred upon the Free Trade League, of New York City. They publish a large sheet for free and extensive circulation, called *The Peoples' Pictorial Tax-Payer.* It contains large advertisements from: W. & S. Butcher, razor, file and tool manufacturers, Sheffield, England; Spear & Jackson, steel saw makers, Sheffield, England; Van Wart & McCoy, agents for Van Wart, Son & Co., Birmingham; Evans & Askin, Birmingham; G. B. Thorneycroft & Co., iron works, Wolverhampton, England; Isaac Jenks, steel works, Wolverhampton; William Makin & Sons, files and cutlery, Sheffield, and Tangye Brothers, Cornwall works, Birmingham. There are also advertisements from Wm. Jessup & Sons, steel and iron, Sheffield; Congreve & Son, agents of the Toledo steel works, Sheffield; A. B. Sands & Co., importers of drugs, one of whose members, Mahlon Sands, is Secretary of the League; John Clark, jr., & Co, foreign manufacturers of spool cotton; F. W. Harrold, hardware, Birmingham; together with cards from a dozen other manufacturing and insurance companies. A noble set of backers to instruct American manufacturers and tax-payers what their true interests are.

In a speech in the House of Lords, Lord Goderich said: "Other nations know, as well as the noble Lord opposite, and those who acted with him, that what we (in England) meant by free-trade, was nothing more nor less than by means of the great advantages we enjoyed, to get the monopoly of all their markets for our manufactures, and *to prevent them, one and all, from ever becoming manufacturing nations.*"

Lord Brougham, in the House of Commons, made the benevolent statement that "England could afford to bear some loss on the export of her goods, *for the purpose of destroying foreign manufactures in their cradle.*"

Beware! England was never more anxious to flood our markets with her manufactures than she is to-day; and free-traders in our own country are doing all in their power to aid her in breaking down our tariffs.

☞ Thanksgiving in England, on Tuesday of last week, for the recovery of the Prince of Wales, from his late illness, was an extraordinary manifestation of the loyalty of England. It is computed that there were three millions of people on the streets of London. Twelve thousand soldiers and the entire police force guarded the line while the procession moved over seven miles of paved streets, under arches of flags and flowers, amid the thunder of guns, ringing of bells and cheering of the people. Thirty thousand children sang the national anthem before the Queen as she left her palace, and on entering the cathedral she and the royal family were received by an assembled congregation of 14,000 persons.

☞ An effort was made, a week or two ago, by Sun Set Cox, to instruct the Committee of Ways and Means to bring in a bill for the reduction of duty on pig iron from $7 to $5. We are glad to see that there was not a single Pennsylvanian who had the hardihood to vote in favor of it, while on the other hand Messrs. Speer and Myers, the former of this and the latter of the Bedford district, voted against it.

☞ The Harrisburg Patriot is very much annoyed that Gen. Sherman should be honored with a national vessel to make a European visit. The only reason for this nervousness is the fact that a son of the President accompanies him. General Sherman ought to know better than take Freddy with him. He might have had discretion enough to have added a Colonel or two to his staff.

☞ Col. J. W. Forney, as has been announced in the JOURNAL, resigned the Collectorship of Philadelphia, whereupon the anti-Grant politicians announced a split between Grant and Forney. But Colonel Forney has since dined with the President in Washington, and the President has dined with Col. Forney in Philadelphia. How now?

☞ The Importers and Grocers Board of Trade, of New York, have petitioned Congress, asking that in case of a reduction or abolition of the tariff on tea and coffee, ninety days time be granted before the low rates take effect. This, or a return of the duties paid on the stock now on hand, is due to the trade.

OUR WASHINGTON LETTER.

WASHINGTON, D. C., March 4, 1872.

The Geneva Tribunal—Possible Failure of the Treaty—The American Reply to the English "Note"—The Pacific Railway Snow Blockade—The Texas Pacific Railway—Name of the Company to be Changed—Pittsburgh wants a New Post Office Building—The Sale of Old Guns

POSSIBLE FAILURE OF THE TREATY OF WASHINGTON.

However much it will be regretted, there is reason to fear that the correspondence now going on between the Governments of England and the United States will end in a total repudiation of the Washington Treaty. There is no disposition on the part of the American Government to modify its "Case," by relinquishing the claim for indirect damages. Unless, therefore, the English Government recedes from the position it has taken, and agrees to submit the whole matter to impartial arbitration, all efforts on the part of the United States to secure an adjustment will be abandoned, and the subject in controversy be left precisely as it stood prior to the first meeting of the Joint High Commission. The Gladstone Government has taken a position, from which there will probably be no receding, and the prospect now is, however much it may be regretted, that the Treaty will be nullified. This is the view entertained by many of our clearest minds in Washington. There are others however, who believe that all difficulties will be successfully surmounted and the desired result secured.

SECRETARY FISH'S REPLY TO GRANVILLE.

The "note" from Earl Granville in reference to indirect damages claimed in the American "Case," was received by mail, a few days ago, and the subject of the note and a reply to the same, have been considered by the President and his Cabinet. Secretary Fish has a reply drafted, which he submitted to the Cabinet at its last meeting. Some changes in the phraseology of the reply were suggested. The reply will probably be forwarded some time during the present week. It will be moderate and conciliatory, but at the same time firm in tone. There is not a member of the Cabinet who does not desire to see this matter amicably settled; and for the sake of peace, there is no man in Washington to-day who would rejoice more heartily than the President, if such a result could be secured.

THE SNOW BLOCKADE ON THE PACIFIC RAILWAY.

Passengers who have arrived in Washington from San Francisco, are severe in their denunciations against the management of the trans-continental railway. They were nearly an entire month on the route. Through trains started from Ogden on the 2d day of February and reached Green River without meeting with serious obstructions. At the latter place great difficulties began to be encountered. Those in charge of the train either could not or would not proceed further. At the expiration of thirteen days an advance movement was made, and the trains succeeded in reaching Butler Creek, a distance of sixty-one miles. Here the snow drifts were heavy, but after considerable labor the trains reached Simpson Hill, being eighteen days coming from Ogden, a distance of 267 miles. Here immense snow drifts were encountered, and the passengers worked during an entire day, removing the drifts of snow from the track. The trains finally moved ahead, but interruptions occurred at short intervals, occasioning delays along the entire route.

There is no doubt that passengers were put to great inconvenience, and in some cases experienced no little suffering by these protracted delays; but after all, there is good reason to believe that the managers of the road made every effort that was possible to overcome the difficulties caused by the storms, over which they had no possible control. It was certainly their interest to do so.

The Imperial Japan Embassy and suite, embracing over one hundred persons, including four ladies, conducted themselves like philosophers, and made the best of their misfortunes, by preserving a cheerful temper and buoyant spirits, over the entire route.

THE TEXAS PACIFIC RAILROAD.

On Wednesday Senator Scott introduced a bill into the Senate, which provides for changing the name of the Pacific Railroad Company to "The Texas and Southern Pacific Railway Company," and empowers it to issue the construction and land bonds, authorized by the eleventh section of said act, for such amounts as it may deem needful for construction and equipment, and to include in the mortgages securing the construction bonds all or any portion of the lands granted, and in the mortgages securing the land bonds and remaining lands not used as security for the construction bonds, provided the amount of land bonds shall not exceed $2.50 per acre for all lands covered by mortgages securing the same. The bill also provides that the construction of the road shall commence at Marshall, Texas; that 200 miles westerly shall be completed within two years; that the whole road to San Diego shall be finished within ten years from the passage of this act. This bill is supplementary to the act of March 3, 1871, in corporating the Texas Pacific Railroad Company.

W. W. HOLDIN RETIRES FROM THE WASHINGTON CHRONICLE.

Hon. W. W. Holdin, ex-Governor of North Carolina, and for some months past associate editor and proprietor of the Washington, D. C. *Daily Chronicle*, severed his connection with that journal on Thursday last. In his valedictory he reiterates his adhesion to the Republican party and its principles. Of President Grant he says: "I regard his re-election to a second term as equally important with that of George Washington and Abraham Lincoln." Mr. H. made many friends while in Washington. His pen will be missed and its absence felt from the columns of the *Chronicle*.

PITTSBURGH WANTS A NEW POST OFFICE.

A delegation from Pittsburgh visited Washington, a few days ago, to ask Congress for an appropriation to put up a suitable building in the Iron City for a Post Office, Custom House, and United States Courts.

THE SALE OF SURPLUS GUNS AND AMMUNITION.

It is stated, on official authority, that the House Committee on Expenditures of the War Department will at once commence an investigation into the sale of arms by the United States during the Franco-Prussian war, and will summon Senators Shurz and Sumner to tell what they know in reference to that matter. War Department officials are also to be summoned. The investigation will be thorough.

N. H. P.

Geneva Arbitration—Abstract of the Case as Submitted by England.

NEW YORK, February 27.—The *Tribune* this morning publishes an abstract of the British case as submitted to the arbitrators at Geneva. In this statement Her Majesty's Government complains that she has had to reply to an argument not yet presented. When that shall have been presented, and the claims of the United States shall have qeen defined precisely, Her Majesty's Government will exercise the right conferred on it by article 4 of the treaty—to submit to the tribunal an additional or more extended statement of facts, as the case may exact. Until a comparison of the cases presented by both parties shall determine the points really in dispute between the two Governments, it will refrain from all discussion intended to sustain its own position and will limit itself at present to submitting to the judgment of the tribunal the following considerations: as to the ships, whatever may be the circumstances, that were procured in British ports for war purposes, and were employed as beligerent cruisers against the United States while great Britain herself remained neutral, these events have been the cause of displeasure and regret to the Government of Her Britannic Majesty. This regret exists despite the following facts, which it must be conceded are important to arrive at the just appreciation of the question; The vessels were procured by cunning and clandestine means which baffled the vigilance of Government officers, not one had the least armament, and some had been constructed as ordinary merchant vessels, having nothing which would adapt them especially for war. In number they were very small, and finally, persons who obtained possession and control of them and employed them for belligerent purposes were themselves American citizens, which the United States Government has always admitted. Such facts should seriously affect, in the mind of every impartial man, the question relative to the responsibility of a neutral Government. The United States Government professes to have the right to pecuniary indemnity for claims which it says resulted from the acts of these vessels—that is to say, warlike operations carried on by means of these ships by persons who had them in their possession. It is evident that the pretension of this nature is such that Her Majesty's Government, animated as it is with the most amicable sentiments towards the United States, could not, in virtue of the respect it owes to its own rights and those of neutral nations in general, consent to admit, since it beleaves that it is not founded on justice.

It devolves on the United States to establish the propositions it has advanced, to state clearly the international duty or duties on which they are based, and to demonstrate the violation of which it complains. The charge against a sovereign Government having evinced culpable negligence in the exercise of one of the powers of sovereignty, is an imputation which should be sustained by strong and solid reason. A nation ought not to be held responsible for a delay or omission which may be due simply to accident, and not to the want of foresight or reasonable care. Finally, it does not suffice to demonstrate that an act has been committed which the Government should have foreseen. What must be advanced and proved, is that the Government failed to exercise the same amount of care as it usually employs in internal affairs, and which it may by reasonably required to use in matters affecting international interests and duties. If the tribunal decides that Great Britian has incurred any responsibility whatever toward the United States, the question will then arise as to what will be a just measure and the extent of that responsibility. Her Majesty's Government abstains at present from entering on this question, and reserves for a more advanced period of discussion all observations that it shall determine to submit on this point in the same name of Great Britian. If claims of this kind were admitted without reserve, a belligerent could ask to be indemnified by a neutral for results which justly ought not to be laid to the act of the latter, but should be placed to his own capacity and deficient initiative. Her Majesty's Government is obliged to point out that in regard to the ships which form the object of the preceding statement, the United States Government or its officers evinced extraordinary tardiness in employing the naval sources at its command, and that if ordinary activity were exercised to capture or intercept these vessels, the losses of which the United States complain to-day would have been in a great part averted. Whether the decision of the tribunal is or is not favorable to her, Great Britian is ready to yield to the decree. She has only one wish, that it be just. She raises only one pretension, that it be founded on a faithful and equitable interpretation of the rights of man, and on principles which herself and all other powers will not repent of, recognising and observing either as neutrals or belligerents in time to come.

Are We the Fools to Follow?

David Davis, of Illinois, and Joel Parker, of New Jersey, both excessive representatives of the idea of leisure, were nominated at Columbus, Ohio, on the 22d of February, as candidates of the hard-workingmen of America, for President and Vice President of the United States. It is a little curious to notice how the originators and operators of the labor and industrial organizations of the country are gradually falling into general opposition to the Republican party, their best and best-tried friend. There seems to be no doubt that the whole of this Columbus Convention was manipulated in the interests of the Democracy. A private correspondent, an intelligent colored gentleman, a spectator of the proceedings, describes the manner in which the whole affair was managed. Never before has labor reform received the slightest attention from the Democratic politicians; but now, on the threshold of a nomination for the Presidency, these shrewd and careful foxes suddenly discover that they need some simple-minded persons to help them pull the Presidential chestnuts out of the fire; and so, according to our correspondent, they repaired to Columbus, Ohio, on the anniversary of the birthday of Washington, and took charge of the Workingmen's Union. His account clearly indicates that David Davis, of Illinois, and Joel Parker, of New Jersey, had been long prearranged as the opposition candidates for President and Vice President, and that the Liberal Republicans, to meet in Cincinnati in May, and the Democratic Convention, on a day yet to be named, will cordially accept these nominations as their own. The movement is a complete postponement of the aspirations for the Presidential office of Governor Gratz Brown, of Missouri, and Hon. Lyman Trumbull, of Illinois, both of whom have been struggling for the Presidential prize. Justice David Davis is a tired and retired Republican, was Mr. Lincoln's law partner, and is one of the executors under his will. Joel Parker is a sort of antediluvian Democrat, who is trying to do his best to help himself into the Vice Presidency by a tolerable administration as Governor of New Jersey, to which position he was elected last November. But there are two questions in this connection: What can either of these men do, or the real organization they represent, to help the workingmen or the laborers of America? and how much better can they administer the Government than Grant and Colfax? There is nothing in the history of either to prove that he ever had the slightest sympathy with the toiling millions. So far as Judge Davis is concerned, beyond his vicarious relations to Mr. Lincoln, we know nothing of him politically except his conservative tendencies on the bench of the Supreme Court and his anxiety to screen Andrew Johnson from impeachment. There is something so bald and bad in this attempt to begin reform by putting forward decayed and decaying politicians as candidates of laborers and mechanics, that we turn from it to ask, Is there any Democrat that cares for this sort of mummery? Does any man who hates the Republican party never so bitterly suppose that he can better himself by supporting and helping to elect this mongrel ticket? In past days the Whig party was a sort of follower of the Democratic party—living upon its quarrels, and, too often, wearing its old clothes. Now it seems as though the Democratic party were living upon the quarrels and wearing the old clothes of the Republicans. What is Mr. Justice Davis but a dissatisfied Republican, anxious to represent other dissatisfied Republicans, and what is Mr. Joel Parker but a hungry Democrat, anxious to pave the way for other hungry Democrats, and to eat himself into the national corn-crib by the aid of Republican votes? We have no doubt that, transparent as the trick is, the gentlemen who sent their emissaries, to Columbus to induce the Laboring Men's Union in National Council to nominate this hybrid ticket are quite confident that the Liberal Republicans, who are to meet at Cincinnati in May, and the National Democrats, who are to meet somewhere else at a time hereafter to be fixed, will obediently accept their ticket. But there are so many contingencies between the arrangement and the completion of the programme that we shall not be astonished if the whole thing intermediately falls to the ground.

And what is the lesson taught by this exhibition to the great Republican masses of America? Will they not be admonished by the difficulties existing between these triple factions not to fall into factions themselves? Here we have dissatisfied Republicans, clamorous Democrats, and revolutionary Reformers, all inspired by one idea—place and power. Nobody supposes that this conglomerate could hold together for a year in the possession of the Government. Their whole instinct is a growing appetite for the possession of Federal patronage. Will the Republican party imitate this miserable example by falling to pieces itself? We can read our own future in the present fate of our adversaries. They have been literally dissolved—disintegrated by our unity—and they are now waiting and striving to reunite by our disintegration. Shall we gratify their overweening ambition by proving our wanton imbecility? Are we fools enough to follow them?—*Philadelphia Press.*

Scranton, Pa., had a $70,000 fire on Sunday night.

On Saturday the severest storm since 1857 prevailed in Richmond, Va. It snowed heavily for twelve hours, with the wind blowing a hurricane from the northwest, and the snow drifting accordingly.

The Imperial Embassy, from Japan, have arrived in Washington, and are at the "Arlington," where forty rooms are appropriated to their use. The Masonic Temple is engaged to give them a magnificent evening entertainment and ball.

New Advertisements.

DR. F. O. ALLEMAN can be consulted at his office, at all hours, Mapleton, Pa. [march6,72.

NOTICE. All persons indebted to me will make settlement on or before the first of April, as after that date my accounts will be put in the hands of the proper officers for collection, and all persons having claims against me will present them for settlement. GEO. SCHAFER. march6,-3t.]

A HANDSOME MOUSTACHE! Prof. St. Croix's French Compound, the Great HAIR GROWER, will produce a luxurient MOUSTACHE or WHISKERS on the smoothest face. Pleasant to use. Sent to any address on receipt of Fifty cents. H. T. BOND, CHEMIST. N. E. Cor Tenth and Chestnut Sts., Phila. March6,72-1y.

ADMINISTRATOR'S NOTICE. Letters of Administration having been granted to the undersigned, residing in Warriorsmark township, on the estate of Catharine Laporte, late of said township, deceased, all persons knowing themselves indebted to said estate will make payment without delay and those having claims against the same will present them for settlement. JAMES H. LAPORTE, Administrator. March6,-6t*

TUSCARORA FEMALE SEMINARY will be re-opened on Wednesday, April 17th, with a full corps of efficient and experienced teachers. The rooms will be papered and refurnished. The subscriber having an experience of twenty-five years in teaching and in the supervision of educational establishments feels confident that he will be able to render entire satisfaction to his patrons. For circular, with full particulars, address J. P. SHERMAN, A. M., care of Rev. L. B. W. SHRYOCK, Academia, Juniata county Pa. [mch6,-4t.

WANTED. One unmarried, active, energetic man to perform the duties of "Male Attendant," viz: to take charge of the boys clothing, the boys' dormitory and the personal cleanliness of the boys, and be general house superintendent. He must have good taste, good judgment, be precise and thorough-going in his supervision. Very liberal wages paid for the right kind of a man.

Also, A First Class Teacher. He must be a man of experience in teaching, a good disciplinarian, having heart and ability to lead in public prayer before the school. Good wages and plenty of work promised to the right kind of a man. Apply to or address, A. L. GUSS, Principle S. O. School, Cassville, Pa. March6-2t.

LIST OF LETTERS REMAINING in the Post Office, at Huntingdon, Pa., March 4, 1872, when called for say "advertised" and give date.

Allen, S. (2)	Hughs, Susan
Bennett, Sanford M.	Hartzel, Wm. E.
Biglow, M. A.	Harmes, Wm. E.
Bloom, Y.	Judson, E. T.
Cayhaut, Rebecca	Jones, Isaac
Dysart, J. H.	Knode, B. J.
Dickison, S J.	McUne, Albert
Detwiller, M. D.	O. E. Y. C
Fee, George J.	Owens, Patrick
Fleck, George	Pedigo, L A
Garber, Annie	Reynolds, R. D.
Good, G J	Rigley, J. F.
Geisinger Jno.	Shultz, Benj.
Grossman, Mrs. J. M.	Whorley, Jno.
Hicks, Ellen	Wilson, Mary
Hess, Emanuel	

Held for postage.
Hon. John Cessna, Bedford, Pa.
Hon. F. H. Lane, Harrisburg.
Mrs. Mary Cunningham, Yeagertown.
Daniel Kauffman, Newton Hamilton.
L. Ryan, 89 Cedar street, New York.

BRICE X. BLAIR, Postmaster.

25 THE LARGEST METAL PRICE Current in the World is the *Iron World and Manufacturer.* Accurate quotations and reports of sales of Hardware and Metals in Pittsburgh, New York, Boston, Philadelphia, Cincinnati, St. Louis, Cleveland, Baltimore and Chicago. Foreign metal markets reported. Acknowledged standard journal of the metal trades. Only $4,00 per year. No hardware dealer can afford to do without it. Every machinist and metal worker should take it. Gives more illustrations of new machinery than the Scientific American. Sent four weeks on trial for 25 cents, postage paid, address IRON WORLD PUBLISHING CO., *Iron World Building,* Pittsburgh, Pa. Feb.28,'72-4t.

25 SENT ON TRIAL FOR THREE months for 25 cents. The *American Working People* is one of the finest publications in the world. Contains 16 pages, or 64 columns of reading matter, designed to interest, instruct and advance the best interests of workingmen. Illustrations of prominent workingmen in each issue. Numbers its thousands of subscribers. Only $1,50 per year, or on trial three months for 25 cents. Write your name, Town, County and State plainly, enclose the money, and address IRON WORLD PUBLISHING CO., *Iron World Building,* Pittsburgh, Pa. ☞ Agents wanted on Salary or Commission. Feb.28,'72-4t.

New Advertisements.

TWO HOUSES AND LOTS FOR sale in Mill Creek, on reasonable terms. If not sold soon, they will be for rent. For particulars apply to George Eby, Mill Creek, or to JONATHAN DETWILER, Allenville, Mifflin county, Pa. feb.21,'72tf]

FOR SALE. A Five-Horse Power Engine and Boiler, with machinery suitable for wagon making, cabinet making, chair making, or any kind of light wood work, will be sold at a bargain. To a good, energetic mechanic, desiring to locate in this place, a good opportunity is offered. For further information inquire of J. A. POLLOCK, jan.24,'72tf] Huntingdon, Pa.

WAGON AND CARRIAGE MAKING.—Samuel Hamer & Son have entered into a partnership, and will hereafter conduct the business of Wagon and Carriage Making, at the old stand, in Alexandria, where they will be prepared to do all kinds of light and heavy work. The public are invited to give them a trial. All work warranted. jan.24,'72-3m] SAMUEL HAMER & SON.

DISSOLUTION.— The partnership existing between M. W. Heaton and O. B. Crum, doing business as Heaton & Crum, in the mercantile business, in Marklesburg, has been, this day, February 11, 1872, dissolved by mutual consent, and the accounts of the firm will be settled by O. B. Crum. Business will be continued at the old stand by M. W. Heaton. M. W. HEATON. feb28. O. B. CRUM.

ADMINISTRATOR'S NOTICE. Letters of administration having been granted to the undersigned, living in Cass township, on the estate of Philip Taylor, late of said township, deceased, all persons knowing themselves indebted to said estate, are requested to make immediate payment, and those having claims to present them duly authenticated for settlement. ANDREW TAYLOR, Feb.21,1872-6t.] Administrator.

AUDITOR'S NOTICE. Notice is hereby given that the undersigned Auditor, appointed by the Orphans' Court of Huntingdon county, to distribute the balance in the hands of Benjamin F. Patton, Executor of the last will and testament of James Ganoe, late of Warriorsmark township, dec'd., hereby gives notice that he will attend, at the office of Simpson & Armitage, in Huntingdon, on Thursday, the 21st of March, 1872, at 10 o'clock, A. M., when and where all persons interested shall present their claims or be debarred from coming in for a share of said fund. J. R. SIMPSON, Feb. 21,'72.-3t Auditor.

HEALTH! STRENGTH!! VIGOR!!! For *Headache, Costiveness, Billiousness and Liver Complaint,* use DR. HERRICK'S *Sugar Coated Vegetable Pills, the best in use. For Lame Back* or *Pain in the Side* or *Rheumatism* use DR. HERRICK'S *Kidney Strengthening Plaster.* For *Catarrh* or *Cold in the Head,* use DR. PERRIN'S *Fumigator.* For all *Live Stock,* use HERVEL'S *Horse and Cattle Powders.* The above articles are amongst the *best* in the *market. Satisfaction guaranteed* or *money refunded.* Sold by *John Read, S. S. Smith* and *James R. Patton,* AGENTS, Huntingdon, Pa., and the trade generally. L. W. WARNER & CO., 67 Murray Street, N. Y. Jan27,'72-3mo.

LOW CASH RATES!

THE

CHARTER OAK LIFE INSURANCE COMPANY.

OF HARTFORD, CONN.

ORGANIZED 1850.

ASSETS. *$10,000,000*

Issues policies of Life Insurance on all the ordinary plans at lower rates than other mutual companies and pays annual dividends increasing yearly. This plan called

DEPOSIT INSURANCE,

lately introduced by this company, is superior to any short term endowment or *Tontine* plan, as it fixes a large surrender value for the policy at the end of any of its current years. ALEXANDER ELLIOTT, Agent. Huntingdon, Pa., Feb.21,1872-3m.

PUBLIC SALE. 2756 ACRES OF VALUABLE TIMBER LANDS.—The undersigned will sell at public sale, at the Court House, in the borough of Huntingdon, at 10 o'clock a. m., on *Wednesday, March 13th* 1872, ten tracts of patented timber land, as follows: Six Tracts, situated in Lincoln and Hopewell townships, Huntingdon county, to wit: No. 1, Peter Wilson tract, part, warrant dated March 31, 1794, containing 223 acres. No. 2, Isaac Wample tract, part, warrant dated March 31, 1794, containing 174 acres. No. 3, Benj. Shoemaker tract, part, warrant dated March 31, 1794, containing 202 acres. No. 4, Leonard Meehmble tract, part, warrant dated March 31, 1794, containing 180 acres. No. 5, Samuel Davis tract, part, warrant dated March 31, 1794, containing 220 acres. No. 6, Conrad Beates tract, part, warrant dated March 31, 1794, containing 200 acres. Total 1199 acres. These tracts lie in one body, on the western side of Terrace mountain, extending southward from Tatman's gap, and are adjoined on the west by the Raystown Branch of the Juniata River, lands of Adam Speck, Jackson Enyeart and others. They contain a large amount of valuable chestnut-oak, white oak, poplar, chestnut, yellow pine and other timber. The distance to the Huntingdon and Broad Top Railroad at Coffee Run or Rough and Ready Stations is from three to six miles. The timber on these tracts can be floated down the Raystown Branch to the Penna. railroad and canal, 3 miles below Huntingdon. Four Tracts, situated in Tod township, Huntingdon county, to wit: No. 7, Owen Jones tract, warranted dated March 31, 1794, containing 438 acres, 58 perches. No. 8, Jonathan Jones tract, warrant dated March 31, 1794, containing 438 acres, 58 perches. No. 9, Robert Erwin tract, warrant dated March, 31, 1794, containing 347 acres, 115 perches. No. 10, Philip Wager tract, warrant dated March 31, 1794, containing 333 acres. Total 1557 acres, 101 perches. These tracts lie together in one body in the Broad Top Coal Region from one to three miles north of the lands of the Powelton Collieries and are adjoined on the south by lands of John Weist, W. T. Daugherty's heirs and others and on west by farm tracts of Little Valley. Besides being covered with a growth of excellent timber, these tracts are supposed to contain deposits of iron ore and coal. The distance from the Huntingdon and Broad Top Railroad at Powelton is from 1½ to 3 miles. *Terms:*—One-half of the purchase money to be paid on the execution of the deed on or before the first day of April next, and the balance in one or two annual payments with interest. Further information may be obtained by addressing JOHN S. MILLER, R. BRUCE PETRIKEN, J. SIMPSON AF