The Huntingdon Journal.

Farm and Household.

The Reaper's Morning Hymn.

Unclouded shines the Autumn morn,
The lark is singing from on high,
Along the fields of yellow corn
The wind is blowing gently by;
And with a thankful voice we raise
To Thee, O God, our hymn of praise!

The sower cast the seed around,
Then followed sunshine, wind and rain,
And from the cultivated ground
Sprung up the graceful, golden grain.
The harvest came, O God, from Thee,
And Thine the praise shall ever be!

We thank Thee for the Winter's snow,
We thank Thee for the Spring-time's flowers,
For Autumn's winds, that gently blow,
For Summer's bright and sunny hours,
Sun, shower and wind were sent by Thee,
And Thine the praise shall ever be!

The sun has dried the drops of dew,
And gladly to our toil we bend,
With sickles keen and purpose true,
To reap the grain that Thou did'st send.
What were our labor without Thee?
So Thine the praise shall ever be!

Soon shall the Autumn's withered leaves
Be scattered over field and plain,
Soon shall we bear the harvest sheaves
With gladness home along the lane,
But still our hymn of praise shall be,
Lord of the harvest-time, to Thee!

Sing high in heaven, O happy lark!
Shine down, O sun, with ripening beam!
Blow, gentle wind, o'er field and park!
Flow brightly by, O rippling stream!
While with a thankful voice we praise
Our Maker's wondrous works and ways.

Good Points of a Cow.

The characteristics of a good milker, are: 1. Youth. A cow is in her prime from four to six years, and the best paying time to buy is just after the birth of her second or third calf. 2. Prominence and fulness of milk veins, and velvety softness of skin. The milk veins run down on either side of the animal towards the udder, and are easily perceptible to the eye, or can be readily found by pressure of the hand, if the animal is not over fat. The skin should be soft and mellow, not hard, rough and "staring." 3. Symmetry, fullness, and softness of the udder. It should be broad, well spread out, projecting behind the legs, and also reaching forward under the belly. There should be a softness and thinness to the touch, and absence of fleshiness and thickness. 4. Perfect number and condition of teats. If one teat is wanting, about a fourth less milk will be the result. A cow's udder is not, as some suppose, a barrel with taps, but is divided into different compartments, called "milk glands," each of which has its own tap or teat. It is not only important that the full number of teats be present and in working order, but it is desirable that they be well placed, not crowded together, but pretty far and uniformly apart; rather long and tapering; all pointing out and downward; equal in size and even in appearance. 5. Docility and quietness of disposition. These are indicated by large, mild and clear eyes, and an air of contentment generally. A cow that is quiet and contented feeds at ease, chews her cud with entire satisfaction, and will secrete and yield more milk than any restless and turbulent animal having similar characteristics in other respects.—*Massachusetts Ploughman.*

Don't Crowd your Trees.

Few persons escape making the great mistake of planting trees too close together. This is especially observable in a majority of cases where trees are planted in groups upon the lawns. While the trees are small they look too scattering, therefore, few persons can withstand the temptation of crowding them on account of the improved appearance at the time of planting, forgetting that in a few years a portion must be removed (which is seldom, if ever done,) or all will be ruined.

Evergreens in particular are, as a rule, planted too close, and the deformed specimens, in consequence, to be seen in both public and private grounds, in all parts of the country, show the folly of this almost universal practice. I seldom go a mile from home without seeing failures in the cultivation of evergreens, which are traceable to this one mistake of crowding.—The trees are planted when only three or four feet high, and half as broad; but a half dozen years makes a wonderful change in size and appearance, and unless planted ten to twenty or more feet apart, their branches become interlaced, and the symmetrical beauty of each crowded specimen is destroyed. Give room, or plant a less number, is a safe system to follow.—*Rural New Yorker.*

Durability of Green Timber.

Oak under water has been known to remain sound and solid for six hundred years. Mere moisture in the wood alone, then, has nothing to do with decay; but when wood is half dry and half moist it is an excellent nest for the scores of moulds and mildews to hatch, and in it is these which carry on the work of wood destruction. Under ground, where the temperature is always low and regularly damp these moulds cannot work; and the wetter and colder the soil the safer is the wood from the destructive agencies.

Now, if we half dry a post we open little seams in every direction, and the air always follows a seam. In the atmosphere these germs of decay exist in countless numbers and they are admitted into the wood with the air. When moisture again follows they are in the best possible condition for growth and of course the rot is a consequence. If the posts be placed in the ground before the opening process of drying is commenced, all this risk of admitting the "seeds of consumption," so to speak, is avoided.

BLEEDING AT THE NOSE.—A correspondent of the *Scientific American* says, "the best remedy for bleeding at the nose, as given by Dr. Gleason, in one of his lectures, is a vigorous motion of the jaws, as if in the act of mastication. In the case of a child, a wad of paper should be placed in its mouth and the child instructed to chew it hard. Of course an adult does not need the paper. It is the motion of the jaws that stops the flow of blood. This remedy is so very simple that many will feel inclined to laugh at it, but it has never been known to fail in a single instance, even in very severe cases."

United States Laws.

(Published by Authority.)

LAWS
OF THE
UNITED STATES
PASSED AT THE
THIRD SESSION OF THE FORTY-SECOND CONGRESS

[GENERAL NATURE—No. 83.]

AN ACT to establish certain postal roads.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following be, and are hereby established as post roads:

ALABAMA.

From East Mill, via Delta, to Oxford.
From Lamar to Highshoals.
From Ashville to Mumford.
From Burleson to Detroit.
From Highshoals to Roanoke.
From Union to Clinton.
From Gainesville, via Warsaw, to Pickensville.

ARKANSAS.

From Clarksville to Mount Judah.
From Hick's Station to Pine Bluff.
From Harrisburg to Jacksonport.
From Pittsburg to Jacksonport.
From Carrollton to Burlington.

CALIFORNIA.

From Barkersfield to Tehachape.
From Bishop Creek to Round Valley.
From Bodie to Aurora.
From Greenville to Plattsville.
From Hollister to San Juan.
From Gilroy to Hot Springs.

CONNECTICUT.

From Stamford to Long Ridge.
From Greenwich, via Stanwich, to Banksville.

COLORADO.

From Fort Oarland to Del Norte.
From Box Elder to Running Creek.
From Canyon City, via Texas Creek and Pleasant Valley, to South Arkansas.
From State Line, via Lyon, to Pueblo.

DAKOTA.

From Waverly, via Prairie Home, to Bennett Station.
From North Niobrarah to Mineral Springs.
From Springfield to Nisbrarah.
From Canton, via Glenwood, to Liberty.

GEORGIA.

From Gainsville, via Ethel and Wahoo, to Dahlonega.
From Social Circle, via Newborn, to Monticello.

IOWA.

From Richland, via Talleyrand, to Keota.
From Prarie City to Colfax.
From Greeley, via Saint Petersburg, to Colesburg.

INDIANA.

From Leavenworth to John W. Rendle's Store.
From Hazleton to Alondale.
From Leopold to Reno.
From Williamsport, via Free Hall, Walnut Grove Post-office, and Jordan, to Rossville, Illinois.
From Troy, via Tell City, to Carmelton.

ILLINOIS.

From Hanover, via Derinda Centre, to Savanna.
From Hanover to Derinda.

KANSAS.

From Cawker City, via Jewell Centre, White Rock, and Great Bend, to Meridian, Nebraska.
From Republican City to Newton Centre.
From Oxford, via South Haven, to Caldwell.
From Logan, via Norton, to Republican City.
From Ottawa, via Centropolis, to Topeka.
From Cawker City, via Kirwin and Deer Creek, to Fort Kearney.
From Peru to Elgin.
From Centropolis to Marion.
From Wellington, via South Haven, to Caldwell.
From Cedron to Pittsburg.
From Deeversville to Norton Centre.
From Augusta to Oxford.
From Marion Centre to Peabody.
From Deeversville to Graham.
From Wichita to Clear Water.
From Solomon City, via Poheta, to Pliny.
From Brookville to Colmar.
From Westerville and Peach Grove to Lima.
From Eureka, via Northward, to Westren Park.
From Elk City, via Colfax, Farmersburg, and Fulda, to Cedarvale.
From Timber Hill to Parsons.
From Youngstown to Florence.
From Bluffton, via Mulberry, to Brookville.
From Rockford to Marmaton.
From Oskaloosa, via Woodstock, Prairie View, and Chester, to Lawrence.
From Jarbella to Hoge.
From Sumner to Wellington.
From Shawnee Mission to Rosedale.
From Britton to Douglas.
From Mount Cenis to Chapman's Creek.
From Canola to Greenfield.
From Casca to Greenfield.
From Emerald to Mindral Point.
From Tontaville to Hillsdale.
From Fort Larned to Larned.
From Monticello to Olathe.
From Lodiana to Brookdale.
From Cedron to Freewill.
From Burlington to Madison.
From Topeka, via Auburn, to Alma.
From Great Bend to Medicine Lodge.
From Raymond, via Sherman, to Caldwell.
From Gaylord, via Joy's Store, to Osborne City.
From Wichita to Medicine Lodge.

KENTUCKY.

From Rucker's Station, via Brown's Landing, to Smithland.
From Carrollton to Worthville.
From Walton to Beaver Lick.
From Murray, via Harrisburg, to Boydsville.
From Stanford to Liberty.
From Paducah, via Barlow City, to Cairo, in Illinois.
From Princeton, via Wallonia, to Cadiz.
From Munfordville, via Wild Cat Mills and Reams Chapel, to Dickey's Mills.
From Sparta Station to Owenton,
From Beattyville to Jackson.
From Union Star to Moolville.

LOUISIANA.

From Bayou acoula to Port Barre.
From Shreveport to Moaringsport.
From Shreveport to Gravel Point.
From Pleasant Hill to Manny.
From Raceland, via Lockport and Valjous, to Orange City.
From Alexandria to Hickory Flat.
From Rigolett's Bridge to Lima.
From Monroe, via Redmouth and Winnsborro, to St. Joseph.
From Cloutierville to Montgomery.
From Cloutiarville to Kile's Mills.
From Cotile to Sullivan's Landing.

MISSISSIPPI.

From Westville, via Hebron, to Monticello.
From Morton to Polkville.
From Nesbitt's, via Pleasant Hill, to Lewisburg.
From Bankston to Lagrange.

MISSOURI.

From St. Arbertson, via Bluffton and Portland, to Rhineland.
From Platte City to Parkville.
From Mill Grove to Modena.
From Marshall to Glasgow.
From Princeton to Newtown.
From Golden City to Avilla.
From Linn Creek to Richland.
From Lawson to Kingston.
From Gates to Elk Mills.
From Buffalo to Farrgrove.
From Mirable, via Lisbonville, to Lawson.

MAINE.

From Unnion to Appleton.
From Danforth to Forest City.
From Columbia Falls to Columbia.
From North Milford to Greenfield.
From Presque Isle to Washburn.
From East Blue Hill to Surray.

MINNESOTA.

From Leech Lake to Red Lake.
From Lake Sigel to Lake Beauty.
From Bluff Point to Richfield.
From Little Sauk to Spruce Creek.
From Winnebago City to Windom.

MICHIGAN.

From Stanton to St. Louis.
From Stanton to Ferris.
From Paris to Norway Hall.

NORTH CAROLINA.

From Shoe Heel to Nichols Depot.
From Cherryville to Ashville.
From Salisbury to Moonesville.

NEBRASKA.

From Lowell to Melrose.
From Alma to Red Willow.
From St. James to Lincoln.
From Battle Creek, via Clarion, Barry, and Farrall, to Columbus.
From Benton to Sand Creek.
From Schuyler, via Morian, and Abington, to Midland.
From Edgar to Liberty Farm.
From Pioneer to Elkton.
From Gilson to Kingston.

NEW HAMPSHIRE.

From Centre Assipee to Freedom.
From Marlborough to Unionville.
From Lisbon to Grafton.
From Ringe to East Ringe.
From Sunapee to George's Mills.
From Chatham to Stowe, in Maine.

NEW JERSEY.

From Milton to Oak Ridge Station.

NEW YORK.

From Gloversville to Broadibin.
From Coldbrook to Gray.
From Parish to West Amboy.

NEVADA.

From Hamilton to Troy.
From Columbus to Troy.
From Columbus to Alida.

OHIO.

From Cherry Valley to Chardon.
From New Plymouth, via Starr and Union Furnace to Logan.
From Newtonville to Brownsville.

OREGON.

From Nehalim to West Port.
From Canon City to Winnennee, in Nevada.
From Wellowa to Lakeville.

PENNSYLVANIA.

From Sugar Run to Browntown.
From Brady's Bend to Pairview.
From Blair's Corners to Clarion,

WISCONSIN.

From Alma to Coral City.
From Haywards to Dauville.

RHODE ISLAND.

From Phoenix, via River Point and Apponany, to East Greenwhich.

TEXAS.

From Overton to Henderson.
From Jasper to Trinity Station.
From Giddings to Winchester.

UTAH.

From Stockton to Cannon.
From Stockton to Jacob City.

WEST VIRGINIA.

From Union to Mann's Ferry.
From Roncovert to Lewisburg.
From Pruntystown to Meadland.
Approved, March 3, 1873.

[GENERAL NATURE—No. 61.]

AN ACT making appropriations for the repair, preservation and completion of certain public works on rivers and harbors and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums of money be appropriated, paid out of any money not otherwise appropriated, to be expended under the direction of the Secretary of War, for the repair preservation and completion of the following public works hereinafter mentioned:

For the purpose of dredging out bay of Superior from the natural entrance to the docks of Superior and Du Luth and preserving both entrances from the lake thereto, one hundred thousand dollars.

For the improvement of Green Bay harbor, Wisconsin, twenty thousand dollars.

For the improvement of Sheboygan harbor, Wisconsin, ten thousand dollars.

For the improvement of Milwaukee harbor, Wisconsin, ten thousand dollars.

For the improvement of Racine harbor, Wisconsin, twenty thousand dollars.

For the improvement of Chicago harbor, Illinois, ninety thousand dollars.

For the improvement of Calumet harbor, Illinois, forty thousand dollars.

For the improvement of Fox and Wisconsin rivers, three hundred thousand dollars.

For the improvement of Ludington harbor, Michigan, twenty five thousand dollars.

For the improvement of Great Kanawha river, West Virginia, twenty five thousand dollars.

For the improvement of Frankfort harbor, Michigan, ten thousand dollars.

For the improvement of Grand Haven harbor, Michigan seventy five thousand dollars.

For the improvement South Haven Michigan, twenty thousand dollars.

For the improvement Cheboygan harbor, Michigan, fifteen thousand dollars.

For the improvement of Saint Clair river, at the mouth Black river, fifteen thousand dollars.

For the improvement of Pentwater harbor, Michigan, twenty thousand dollars.

For the improvement of Toledo harbor, Ohio, one hundred thousand dollars.

For the improvement of Vermillion harbor, Ohio, twelve thousand dollars.

For the improvement of Cleveland, Ohio, one thousand pollars.

For the improvement of Conneaut harbor, Ohio, four hundred dollars.

For the improvement of Dunkirk harbor, New York, forty thousand dollars.

For the improvement of Buffalo harbor, New York, seventy five thousand dollars.

For the improvement of Olcott harbor, New York, ten thousand dollars.

For the improvement of Orchard harbor, New York, ten thousand dollars.

For the improvement of Pultneyville harbor, New York, ten thousand dollars.

For the improvement of Little Sodus harbor, New York, fifteen thousand dollars.

For the improvement of Oswego harbor, New York, one hundred thousand dollars.

For the improvement of Waddington harbor, New York, ten thousand dollars.

For the improvement of Plattsburgh harbor, New York, ten thousand dollars.

For the improvement of Swanton harbor, Fermont, fifteen thousand dollars.

For the improvement of Burlington harbor, Vermont, twenty five thousand dollars.

For the impaovement of Minnesota river, ten thousand dollars: Provided, That one half of said sum shall be expeded between the mouth of Yellow Medicine and Minnesota falls on said river.

For the improvement of Upper Mississppi river, twenty five thousand dollars.

For the improvement of Des Moines rapids, Mississippi river, four hundred thousand dollars.

For the improvement of the harbor of Refuge at the entrance of the Sturgeon Bay canal, forty thousand dollars.

For the improvement of the Mississippi, Missouri, and Arkansas rivers, one hundred thousand dollars.

For the improvement of Yazoo river, forty thousand dollars.

Tfor the improvement of Osage river, Missouri, twenty five thousand dollars.

For the improvement of the Ouachita river, in Louisiana sixty thousand dollars.

For the improvement of the Mississippi river between the mouth of the Missouri and mouth of Ohio river, two hundred thousand dollars.

For the improvement of Ohio river, two hundred thousand dollars: Provided, That such sums shall not exceed the amount due and owing by the government of the United States for work done under said contract of Hugh McGlincy and Co., and that the sums thus received of Weitzell shall be in full of the claim of said McGlincy and Co., under their contract, and in full of the claim of said Dennis as the assignee of said firm.

For completing the Louisville and Portland canal, one hundred thousand dollars: Provided, That after the United States shall assume control of said canal, the tolls thereon on vessels propelled by steam shall be reduced to twenty five cents per ton, and on all other vessels in proportion.

For the improvement of the Cumberland river below Nashville, Tennessee, twenty five thousand dollars.

For the improvement of the Tennessee river below Chattanooga, including the Muscle shoals, one hundred thousand dollars.

For removing the raft in Red river, Louisiana, eighty thousand dollars.

For the improvement of Mobile harbor and bay, Alabama, one hundred thousand dollars.

For the improvement of Savannah harbor and river, Georgia, fifty thousand dollars.

For the improvement of Wicomico river, Maryland, five thousand dollars.

For the improvement of Chester river at Kent Island narrow, Maryland fifteen thousand dollars.

For the improvement of Aquia creek Virginia, two thousand dollars.

For the improvement of the mouth of Nomoni creek, Virginia, ten thousand dollars.

For the improvement of the James river, Virginia, seventy five thousand dollars.

For the improvement of Nansemond river, Virginia, fifteen thousand dollars.

For the improvement of Wilmington harbor, Delaware, six thousand dollars.

For the improvement of the channel of the Delaware river at or near the Horse Shoe shoals, fifty thousand dollars.

For the improvement of Brooklin river, Delaware, ten thousand dollars.

For building an additional pier for ice harbor at New Castle, Deleware, twenty thousand dollars.

For the improvement of South river, New Jersey, five thousand dollars.

For the improvement of the North and South branches of Shrewsbury river, New Jersey, five thousand dollars.

For the improvement of Deleware river between Trenton and Bordentown, New Jersey, fifteen thousand dollars.

For the improvement of Hudson river, New York, forty thousand dollars.

For the improvement of Passaic river, New Jersey, twenty five thousand dollars.

For the improvement of East Chester creek, New York, twenty five thousand dollars.

For the improvement of Roudout harbor, Hudson river, New York, twenty thousand dollars.

For the improvement of Providence river, Rhode Island, ten thousand dollars.

For dredging at the entrance of Newport harbor, Rhode Island, and for a jetteo on the south end of Goat Island, eight thousand five hundred dollars.

For the improvement of harbor at Block island, Rhode Island, fifty thousand dollars.

For the improvement of Connecticut river below Hartford, twenty thousand dollars.

For the improvement of New Haven, Connecticut twenty five thousand dollars.

For the improvement of Bridgeport harbor, Connecticut thirty thousand dollars.

For the improvement of Norwalk harbor, Connecticut, ten thousand dollars.

For the improvement of Saint Croix river above the ledge, Maine, ten thousand dollars.

For the improvement of Camden harbor, Maine, ten thousand dollars.

For the improvement of Portland harbor, Maine, fifty thousand dollars.

For the improvement of Cocheco river, New Hampshire, ten thousand dollars.

For the improvement of Boston harbor, Massachusetts, including Deer and Lovells islands, one hundred and fifty thousand dollars.

For the improvement of Plymouth harbor, Mass., six thousand dollars.

For the improvement of Hyannis harbor, Mass., ten thousand dollars.

For the improvement of Taunton river, Massachusetts, ten thousand dollars.

For the improvement of Upper Willamette river, Oregon, three thousand dollars.

For surveys and examinations, and contingencies of rivers and harbors, one hundred and twenty five thousand dollars.

SEC. 2. That the Secretary of War is hereby directed to cause examinations or surveys, to be made at the following points, namely: At the outlet of Point Judith lake, Rhode island; Harlem river, near East river New York, for removal of rocks therefrom; the Penobscot river, from Oldtown to Medway and vicinity, Maine; the harbor at fall Mass., for removal of Rock therefrom; Old House channel to main channel of Pamlico sound North Carolina; from mouth of Red river down Atchafalaya river to Brashear, Louisana: Pine river, Saint Clair county, Michigan; Schawaing river, Michigan; Yamhill river, Oregon; at the Red river, from Morehead to Pembina.

For connecting the inland waters along the margin of the Gulf of Mexico, from Donaldsonville, in Louisana, to Rio Grande river, in Texas, by cuts and canals, not to exceed twenty thousand dollars of the amount herein appropriated for surveys of harbors; at Great Pee Dee river, from Pine Bluff to Cheraw, South Carolina; at Forked Deer river, below Dyersburg, Tennessee.

SEC. 3. That the Secretary of War is hereby authorized to detail from the engineer corps one or more engineers, whose duty it shall be to inqire into and report upon the practicability of bridging consistently with the interests of navigation, the channel between Lake Huron and Lake Eric, at such points as may be needful for the passing of railroad trains across said channel, and also its effect upon the navigation of the same; so as not seriously injure the navigation of said channel.

SEC. 4. That the appropriation for building the pier at Lewes, Delaware, contained in the act approved July 15th, 1870, an act entitled "An act making appropriations for sundry and civil expenses for the year ending June 30, 1871," and the same is extended until June 30, 1874.

Approved, March 3, 1873.

[GENERAL NATURE—No. 57.]

AN ACT making appropriations for the support of the army for the year ending June thirtieth, eighteen hundred and seventy-four.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, for the support of the army for the year ending June thirtieth, eighteen hundred and seventy-four.

For expenses of the commanding general's office, five thousand dollars.

For expenses of recruiting, and transportation of recruits, one hundred and twenty-one thousand dollars.

For contingent expenses of the Adjutant General's department, at the headquarters of military divisions and departments, five thousand dollars.

For the expenses of the signal-service of the army, purchase, equipment, and repair of field and electric telegraphs and signal equipments, twelve thousand five hundred dollars.

For pay of the army and for allowances to officers of the army for transportation of themselves and their baggage when travelling on duty without troops, escorts or supplies, and for compensation of witnesses while on court-martial service; for travelling expenses of paymasters' clerks; for payment of postage on letters and packages, and cost of telegrams received and sent by officers of the army on public business, twelve million three hundred thousand dollars.

For subsistence of regular troops, engineers, and Indian scouts, two million five hundred thousand dollars.

For regular supplies of the Quartermaster's department; to wit: For the regular supplies of the Quartermaster's department, consisting of stoves for heating and cooking, of fuel for officers, enlisted men, guards, hospitals, storehouses, and offices; of forage in kind for the horses, mules, and oxen of the Quartermaster's department at the several posts and stations, and with the armies in the field; for the horses of the several regiments of cavalry, the batteries of artillery, and such companies of infanry and scouts as may be mounted, and for the authorized number of officers' horses, including bedding for the animals; of straw for soldiers' bedding; and of stationery, including blank books, for the Quartermaster's department, certificates for discharged soldiers, blank forms for the Pay and Quartermaster's departments, and for printing of division and department orders and reports, four million five hundred thousand dollars.

For incidental expenses, viz: For postage and telegrams or dispatches; extra pay to soldiers employed, under the direction of the Quartermaster's department, in the erection of barracks, quarters, store-houses, and hospitals, in the construction of roads, and other constant labor, for periods of not less than ten days, under the acts of March second, eighteen hundred and nineteen, and August fourth, eighteen hundred and fifty-four, including those employed as clerks at division and department headquarters; expenses of expresses to and from the frontier posts and armies in the field, of escorts to paymasters and other disbursing officers, and to trains where military escorts cannot be furnished; expenses of the interment of officers killed in action, or who die when on duty In the field, or at post on the frontiers, or at posts and other places, when ordered by the Secretary of War, and of non-commissioned officers and soldiers; authorized office furniture; hire of laborers in the Quartermaster's department, including the hire of interpreters, spies, and guides for the army; compensation of clerks to officers of the Quartermaster's department; compensation of forage and wagon masters authorized by the act of July fifth, eighteen hundred and thirty-eight; for the apprehension of of deserters, and the expense incident to their pursuit; and the following expenditures required for the several regiments of cavalry, the batteries of light artillery, and such companies of infantry and scouts as may be mounted, namely: the purchase of travelling forges, blacksmiths' and shoeing tools, horse and mule shoes and nails, iron and steel for shoeing, hire of veterinary surgeons, medicines for horses and mules, picket-ropes, and for shoeing the horses of the corps named, one million three hundred thousand dollars.

For purchase of horses for the cavalry and artillery, and for Indian scouts, and for such infantry as may be mounted, three hundred and fifty thousand dollars.

For transportation of the army, including baggage of the troops when moving either by land or water; of clothing, camp and garrison equipage from the depots of Philadelphia and Jeffersonville to the several posts and army depots, and from those depots to the troops in the field; of horse equipments and of subsistence stores from the places of purchase, and from the places of delivery under contract, to such places as the circumstances of the service may require them to be sent; of ordnance, ordnance stores, and small-arms from the founderies and armories to the arsenals, fortifications, frontier posts, and army depots; freights, wharfage, tolls, and ferriages; the purchase and hire of horses, mules, oxen and hamess, and the purchase and repair of wagons, carts, and drays, and of ships and other sea-going vessels, and boats required for the transportation of supplies and for garrison purposes; for procuring water at such posts as, from their situation, require it to be brought from a distance, four million five hundred thousand dollars.

For hire of quarters for officers on military duty, hire of quarters for troops, of store-houses for the safe-keeping of military stores, offices, and of grounds for camps and for summer cantonments, and for temporary frontier stations; for the construction of temporary huts and stables; and for repairing public buildings at established posts, and for establishing two new posts between the Missouri river and Fort Ellis, one million seven hundred thousand dollars.

For construction and repairs of hospitals, one hundred thousand dollars

For purchase and manufacture of clothing, camp and garrison equipage, and for preserving and repacking stock of clothing, camp and garrison equipage, and materials on hand at the Schuylkill arsenal and other depots, one million five hundred and twenty-three thousand five hundred and eight dollars and eighty-one cents: Provided, That when the new uniform is distributed to the troops, the clothing of the old style no longer to be issued, incapable of alteration, shall be sold by the Secretary of War at public auction, after due public notice by advertisement; and the gross proceeds of such sales shall be covered into the treasury.

For establishing and maintaining national military cemeteries, two hundred and seventy-five thousand dollars: Provided, That the headstones required by anact entitled "An act to establish and protect national cemeteries" approved February twenty-second, eighteen hundred and sixty-seven, and the act amendatory thereof, approved June eighth, eighteen hundaed and seventy-two, shall be of durable stone, and of such design and weight as shall keep them in place when set; and the contract for supplying the same shall be awarded by the Secretary of War after sixty days' advertisement in ten newspapers of general circulation, to some responsible person or persons, whose samples and bids shall in the greatest measure combine the elements of durability, decency and cheapness; and the sum of one million dollars is hereby appropriated for said purpose out of any money in the treasury not otherwise appropriated; and the contracts made under this act shall provide for furnishing and setting all the said headstones, and shall not in the aggregate exceed the sum hereby appropriated.

For manufacturing metallic ammunition for small-arms, one hundred and twenty-five thousand dollars.

For overhauling, preserving and cleaning new ordnance stores on hand in the arsenals, seventy-five thousand dollars.

For alterations of the carriages now in use in sea-coast forts, one hundred thousand dollars.

For infantry, cavalry, and artillery equipments, consisting of knapsacks, haversacks, canteens, and great-coat straps, sixty thousand dollars.

For manufacture of arms at the national armory, one hundred thousand dollars.

Approved, March 3, 1873.

Travellers' Guide.

HUNTINGDON AND BROAD TOP RAILROAD.

Summer Arrangement.

On and after Sunday, August 14, 1873, Passenger Trains will arrive and depart as follows:

UP TRAINS. Accom.		Mail		STATIONS.	DOWN TRAINS Accom.		Mail	
P. M.		A. M.			A. M.		P. M.	
6 15	LE	7 45	LE	Huntingdon	6 50	AR	9 20	
6 29		7 59		Long Siding	6 45		9 15	
6 35		8 00		McConnellstown	6 35		9 05	
6 40		8 05		Pleasant Grove	6 29		8 58	
6 51		8 50		Marklesburg	6 15		8 45	
7 01		8 20		Coffee Run	6 05		8 35	
7 08		8 35		Rough and Ready	5 58		8 29	
7 15		8 41		Cove	5 49		8 20	
7 18		8 50		Fishers Summit	5 46		8 17	
7 35		8 53		Saxton	5 30		8 00	
7 50		9 10		Riddlesburg	5 15		7 45	
7 55		9 25		Hopewell	5 10		7 38	
8 10		9 32		Pipers Run	4 58		7 26	
8 15		9 45		Bruller's Siding	4 50		7 20	
8 21		9 50		Tatesville	4 43		7 12	
8 26		9 57		B. Run Siding	4 38		7 09	
8 32		10 01		Everett	4 33		7 03	
8 40		10 15		Mount Dallas	4 25		6 55	
9 00		11 35		BEDFORD	4 05		6 35	

SHOUP'S RUN BRANCH.

LE	9 20	LE	7 40	Saxton	5 25	AR	7 55	
	9 35		7 55	Coalmont	5 10		7 40	
	9 40		8 00	Crawford	5 05		7 35	
	9 50		8 10	Dudley	4 55		7 25	
AR	10 10			Broad Top City	4 35			

G. F. GAGE, Supt.

PENNSYLVANIA RAILROAD CO.

BEDFORD DIVISION.

On and after June 30, 1873, Passenger Trains will leave Bedford, as follows, viz:

6.35 a. m. Huntingdon Mail.
9.30 a. m. Mt. Dallas Accommodation.
10.40 a. m. Cumberland Express.
1.40 a. m. State Line Accommodation.
4.05 p. m. Huntingdon Express.

Trains arive at Bedford, as follows, viz:

From Huntingdon, at 11.15 a. m. and 8.55 p. m.
From Bridgeport, at 8.30 a. m. and 3.05 p. m.
From Cumberland at.....7.25 p. m.

W. H. BROWN,
Superintendent Bedford Division.
G. CLINTON GARDNER,
General Superintendent.

EAST BROAD TOP RAILROAD.

On and after Sunday, August 30th, 1873, Passenger Trains will arrive and depart as follows:

NORTHWARD.		No. 1. A. M.	No. 2 P. M.	SOUTHWARD.		No. 2 A. M.	No. 4. P. M.
Orbisonia	LE	8 50	3 20	Mt. Union	LE	11 50	5 30
Shirley		8 55	3 45	AughwickMill		12 15	5 55
AughwickMill		9 10	4 00	Shirley		12 30	6 10
Mt. Union	AR	9 35	4 25	Orbisonia	AR	12 55	6 35

A. W. SIMS, Supt.

READING RAIL ROAD.

SUMMER ARRANGEMENTS.

MONDAY, AUGUST 4TH, 1873

Trains leave Harrisburg for New York as follows: at 5.20, 8.10, a. m., and 2.00 p. m., connecting with trains on Pennsylvania Railroad, and arriving at New York at 12.35, 3.50 and 9.45 p. m. respectively.

Returning: Leave New York at 9.00 a. m. 12.50 and 5.30 p. m., Philadelphia at 7.30, 9.15 a. m., and 3.30 p. m.

Leave Harrisburg for Reading, Pottsville, Tamaqua, Minersville, Ashland, Shamokin, Allentown and Philadelphia at 5.20 and 8.10 a. m., 2.00 and 4.05 p. m., stopping at Lebanon and principal way stations; the 4.05 p. m. train connecting for Philadelphia, Pottsville and Columbia only. For Pottsville, Schuylkill Haven and Auburn, via Schuylkill and Susquehanna Railroad leave Harrisburg at 3.40 p. m.

East Pennsylvania Railroad trains leave Reading for Allentown, Easton and New York at 7.30, 10.35 a. m., and 4.00 p. m. Returning, leave New York at 9.00 a. m., 12.50 and 5.30 p. m., and Allentown at 7.20 a. m. 12.25 2.10, 4.35 and 8.55 p. m.

Way Passenger Train leaves Philadelphia at 7.30 a. m., connecting at Reading with train on East Penna. Railroad, returning leaves Pottsville at 4.35 p. m., stopping at all stations.

Leave Pottsville at 6.00, 8.05 and 9.10 a. m. and 2.30 p. m. Hexdon at 10.00 a. m., Shamokin at 6.00 and 11.02 a. m., Ashland at 7.18 a. m. and 12.20 p. m., Mahanoy City at 7.53 a. m. and 12.54 p. m., Tamaqua 5.15 8.35 a. m. and 2.15 p. m. for Philadelphia, New York, Reading, Harrisburg, &c.

Leave Pottsville via Schuylkill and Susquehanna Railroad at 8.05 a. m. for Harrisburg, and 12.05 p. m., for Pinegrove and Tremont.

Pottsville Accommodation Train leaves Pottsville at 6.00 a. m., passes Reading at 7.30 a. m., arriving at Philadelphia at 10.10 a. m. Returning leaves Philadelphia at 5.15 p. m., passes Reading at 7.40 p. m., arriving at Pottsville at 9.20 p. m.

Pottstown Accommodation Train leaves Pottstown at 6.45 a. m., returning, leaves Philadelphia (Ninth and Green,) at 4.30 p. m

Columbia Railroad Trains leave Reading at 7.30 a. m. and 6.15 p. m., for Ephrata, Litiz, Lancaster, Columbia, &c.; returning leave Lancaster at 8.20 a. m. and 3.30 p. m., and Columbia at 8.15 a. m. and 3.20 p. m.

Perkiomen Railroad Trains leave Perkiomen Junction at 9.00 a. m., 2.55 and 6.30 p. m. returning, leave Green Lane at 6.00 and 7.40 a. m., 12.35 and 4.20 p. m., connecting with trains on Reading Railroad.

Pickering Valley Railroad Trains leave Phœnixville at 9.05 a. m., 3.55 and 5.50 p. m.; returning leave Byers at 6.30 a. m., 12.40 and 4.20 p. m., connecting with trains on Reading Railroad.

Colebrookdale Railroad Trains leave Pottstown at 9.40 a. m. and 1.05, 6.20 p. m., returning leave Mount Pleasant at 5.50, and 11.25 a. m. and 3.00 p. m., connecting with trains on Reading Railroad.

Chester Valley Railroad Trains leave Bridgeport at 8.30 a. m. 2.40 and 5.33 p. m., returning leave Downingtown at 7.00 a. m., 12.30 and 5.40 p. m., connecting with trains on Reading Railroad.

On Sundays: leave New York at 5.30 p. m., Philadelphia at 8.00 a. m. and 3.15 p. m., 2.35 p. m. leave Pottsville at 8.00 a. m., leave Harrisburg at 5.30 a. m. and 2.00 p. m.; leave Allentown at 4.35 8.55 p. m.; leave Reading at 7.40 a. m. and 10.15 p. m. for Harrisburg, at 7.50 a. m. for New York, at 7.40 a. m. for Allentown and at 9.40 a. m. and 4.10 p. m. for Philadelphia.

Commutation, Mileage, Season, School and Excursion Tickets, to and from all points, at reduced rates.

Baggage checked through; 100 pounds allowed each Passenger.

J. E. WOOTTEN,
General Superintendent.

dec 2,72.]

NORTHERN CENTRAL RAILWAY

SUMMER TIME TABLE.

Through and Direct Route to Washington, Baltimore, Elmira, Erie, Buffalo, Rochester and Niagara Falls.

Five trains daily to and from Washington and Baltimore and four trains daily to and from the North and West Branch Susquehanna, and two trains daily to and from Northern and Western Pennsylvania and New York.

On and after MONDAY, July 21st, 1873, trains on the Northern Central Railway will run as follows:

	NORTHWARD.	
MAIL	leaves Baltimore	8.30 a. m.
	leaves Harrisburg	1.30 p. m.
	leaves Williamsport	6.45 p. m.
	arrives at Elmira	10.30 p. m.
CINCIN'A EX.	leaves Baltimore	8.10 p. m.
	arrives at Harrisburg	12.05 a. m.
FAST LINE	leaves Baltimore	1.20 p. m.
	leaves Harrisburg	4.45 p. m.
	arrives at Williamsport	8.50 p. m.
NORTHERN EXPRESS	leaves Baltimore	12.01 a. m.
	arrives at Harrisburg	3.40 a. m.
NIAGARA EX.	leaves Baltimore	7.40 a. m.
	leaves Harrisburg	10.40 a. m.
	leaves Williamsport	2.10 p. m.
	leaves Elmira	5.00 p. m.
	arrives at Canandrigua	7.40 p. m.
ERIE MAIL	leaves Harrisburg	4.15 a. m.
	leaves Sunbury	6.20 a. m.
	leaves Williamsport	8.30 a. m.