

The Huntingdon Journal.

J. B. DURBORROW, Editor.

HUNTINGDON, PENN'A.

Wednesday Morning, June 3, 1874.

Circulation LARGER than any other Paper in the Juniata Valley.

Laws Relating to Newspaper Subscriptions and Arrangements.

The following is the law relating to newspapers and subscribers.

- 1. Subscribers who do not give express notice to the contrary, are considered willing to continue their subscriptions...

Republican County Committee Meeting.

The members of the Republican County Committee will meet, at the Court House, in Huntingdon, on

THURSDAY, the 11th day of JUNE, A. D., at 10 o'clock, P. M.

Business of importance to be transacted, and a full attendance of the members of the Committee is earnestly requested.

J. HALL MUSSER, Chairman County Committee.

THE DEMOCRACY AND CIVIL RIGHTS.

It is one of the settled facts, in the history of Democracy, that the Republican party can, from time to time, flay the superannated carcass alive, kick it up and then kick it down, pummel it and thump it, until there is not a particle of animation discernible, and then drag it out to the tune of the "dead march," to the very verge of the grave, but as the last rites are about to be most solemnly performed, a sussed "nigger," actuated by curiosity, no doubt, steps in to gaze, for the last time, one would suppose, upon all that is mortal of his dead enemy, and—the very deuce is to pay! This is a scene! The very sight of that "nigger" has made it the most lively corpse! It springs up with all its pristine vigor, and shouts and howls until the ball-peeners and funeral corteges seek shelter in flight! Whew! how it will rave, and fume, and swear, and by the time the "nigger" gets out of the way the wretched old thing is so worked up that there is no disposing of it until every particle of the "nigger" is blotted from its recollection. Then it gradually sinks down until you would think it as dead as a hammer, and there it lies, like an alligator, until the "everlasting nigger" puts in an appearance again, and then it gets the same old spasm.

A few days ago, when the United States Senate passed the Civil Rights Bill, the Democrats were aroused, from their Rip Van Winkle sleep, and from Maine to the Gulf, and from the Atlantic to the Pacific, there was such a rattling among the dry bones as had never been heard in the land before, save when the negro was under consideration. All the Democratic organs, from the organ in this county down to the New York World, set up such a gibbering as made one think that pandemonium had "broke loose." And what was it all about? Why, nothing more than a little bill, not longer than your hand, saying that a negro has rights that a white man is bound to respect, and that he shall be treated like any other good citizen. What is wrong about this? Does the negro not pay his taxes? Does he not vote? Does he not shoulder a musket and help to fight our battles? Is he not human? If these questions are answered in the affirmative, then, why should he not have the same privileges that other good citizens have? Why should he be shunned and ejected from hotels, and refused admission into railroad cars, theatres and other places of resort? His money should be worth just as much as that of the best Democrat living, and it should buy the same privileges.

There never was a greater humbug in the world than this cry against negro equality. It is the most shilly-shally pretense conceivable. There never was a particle of real foundation for it. It is as false as Satan and as infamous as his dominions. The very men who make the greatest ado about sending their children to school with colored children, will engage a colored nurse that will lug them about all day and sleep with them at night. Where is the difference between a negro nurse for your children and negro school companions? The very men who swear until they are blue at the idea of eating with a negro will, at the hotel or at home, cut a negro to their elbow, and take every mouthful they eat from his hands, and swear like troopers if the negro does not give them the best of attention. What is the difference, we ask, between a negro standing at your elbow throughout a meal or sitting at your side? The very men who are outraged at sitting in a car, or carriage, or theatre with a negro never object to a colored driver sitting at their side to drive their spanking bays! What is the difference, pray? It is all sham; mere pretense; a prejudice born of slavery and unworthy a free people. It is even dying out among the Democracy, and the day is not far distant when the "smell" of the negro will be as invigorating to the Democrat in another sense as in the sense we have above portrayed.

Our friend, W. H. Woods, esq., occupied a position in the tail end of the Guss demonstration on Saturday last at the start. He has been pushed from the head and front of his people, by his Lieutenant, to the rear. We pity him, he is really not a bad fellow and deserves much better treatment at the hands of the man he himself made and who now knows no one but himself. We are not astonished that he got ashamed of the whole affair and deserted it, quietly snuffing under a less frequented thoroughfare to avoid being seen in the procession. In all seriousness we doubt whether Mr. Woods is prepared to drift quietly into the Democratic party. We will see whether he will allow himself to be taken over.

Governor Hancock has appointed the following Commissioners to Propose Amendments to the Constitution, under the resolution of Mr. Rutan, passed by the legislature just before the adjournment: Chief Justice Agnew; of Beaver; Henry W. Williams, of Tioga; William A. Wallace, of Clearfield; Benjamin Harris, of Philadelphia; William H. Playford, of Fayette; Attorney-General Samuel E. Dimmick, of Wayne, and Andrew L. McClintock, of Luzerne—four Republicans and three Democrats.

We invite attention to the call for a meeting of the Republican County Committee on the 11th inst. We hope a full attendance will be present.

News and Notes from Washington.

Congress—Completing the Appropriations—Civil Rights Bill—Sanborn Contracts—A New State Proposed—Rescript of Works—The Investigation Cases—Alabama and Illinois Editors in Washington.

WASHINGTON, June 1, 1874. CHRONICLES OF CONGRESS.

The appropriation bills are nearly all disposed of. The sundry civil service bill, the last to receive attention, is now under consideration. It is mainly made up of "items" not strictly pertaining to any of the regular bills.

The civil rights bill, passed by the Senate, and awaiting action by the House, has created general interest here, and a good deal of excitement among members from Southern States.

The substitute for the veto currency bill will be taken up by the Senate and the House, with great uncertainty as to its fate.

The House has passed the act repealing the Sanborn contracts. The movement of the Committee of Ways and Means to recommend a vote of censure against the Secretary, Assistant Secretary and Solicitor of the Treasury, on account of their action in reference to the Sanborn contracts, has not been carried out, the members of the House and Senate having advised the Committee of the impropriety of such a course. The Secretary was guided and supported by law, and if censure was due to any parties it was to those who enacted the authority by which the Treasury officials were guided in their instructions to Sanborn and others.

The House is at work on the amendment to the tariff. It is not known yet whether the ten per cent. reduction of the tariff will be restored, but there is a very general desire to see its restoration authorized by Congress.

The House Committee will to-day (Monday) report in favor of the admission of Colorado as a State in the Union, and it is believed the movement will be successful. New Mexico will not come in as a State just now. The main objection is that the people are uneducated and unacquainted with the English language.

The movement to form the Pembina territory as a part of Dakota will not succeed, the present Congress being unfavorable to the erection of another territorial government where the population is not sufficiently numerous to warrant the necessary expenses.

RECIPROCITY WITH CANADA. Our neighbors over the boundary are making a vigorous effort to increase public opinion in the United States in favor of a new reciprocity treaty. The agents of the Canadian government are bringing all possible influence to bear upon the American press, and are securing a large and favorable endorsement, by those influences, of the measure. Unless a very great change takes place in the minds of Congress generally, there is very little prospect of the success of the measure. The Canadian officials don't expect action by Congress during the present session. Their plans are all laid to bear upon the next session. They have printed a large sheet in small type, filled with newspaper editorials, elaborated associate press dispatches and quotations from other sources, all bearing upon the question and showing how great the advantage would be to the United States to have coal and other Canadian products admitted free of duty to the United States markets.

The reports put in circulation by the Dominion officials that Mr. Fish and Sir E. Thornton are preparing a new reciprocity treaty, has, so far, no foundation, in fact, whatever may be done in the future. Such a treaty could be viewed in no other light than that of serious injustice to our agricultural, manufacturers and other industries. If goods from Canada are to be admitted free, why not also from England, Europe and the world?

GOOD NEWS! THE DISTRICT INVESTIGATION CLOSED. The investigation into the operating of the Board of Public Works of the District of Columbia, was commenced in January, and the last evidence was given on Wednesday last. The Joint Committee of the Senate and House have been faithful in their duties, and are now reviewing the evidence in connection with the arguments filed by the board and by the monopolists who secured the investigation.

The evidence has unveiled a stupendous amount of mismanagement and incompetency, and the Board were arrested none too soon in their hap-hazard career. It is remembered that this is not a political affair in any way or manner. The Board was composed of Democrats and Republicans, none of the former than of the latter—and the same is true in reference to the memorialists. The investigation was urged in view of full evidence of extravagance and mismanagement, and the charges have been fully sustained. What the verdict will be is yet unknown. It is said to-day that the Investigating Committee intend to make only a partial report to Congress at this session, recommending the suspension of all improvements, and the removal of all officers, probably excepting the Governor and Legislature, that the books and papers of the concern may be thoroughly overhauled, and all the work done re-nunciated. In the meantime the Committee can hear the suggestions of prominent citizens, and recommend a new form of government at the next session, a complete inventory of the stock on hand appears to be the desire now.

THE FOURTH ESTATE. An excursion party of Alabama newspaper editors visited Washington, on Friday, and have been enjoying themselves in the city.

A similar party from Illinois also honored our city with their genial presence, two days ago, and tarried to see the sights. These excursions by the editorial fraternity came at this season, recommending the suspension of all improvements, and the removal of all officers, probably excepting the Governor and Legislature, that the books and papers of the concern may be thoroughly overhauled, and all the work done re-nunciated. In the meantime the Committee can hear the suggestions of prominent citizens, and recommend a new form of government at the next session, a complete inventory of the stock on hand appears to be the desire now.

DECEMBER DAY IN WASHINGTON. Saturday was duly observed in Washington, as the annual decoration day in which the graves of our dead heroes are decked with flowers, accompanied with appropriate ceremonies. It is a beautiful exhibition of tender recollections. May the custom lose none of its interest while the relatives and friends of the dead still live.

Nashville asks for a first class newspaper and a good theatre.

Letter from the "Smoky City."

PITTSBURGH, June 1, 1874.

The many readers of the JOURNAL will, doubtless, be desirous to know "how goes the battle" with the Crusaders of our city. We say the battle, for truly has our city been made the battle field of the temperance cause and the very stoning place of prophets, and in all probability we shall have martyrs in our midst as the question is settled. From the start of the present crusade it has been a favorite saying that "this kind of work would do in small towns, but it would not do for large cities." And, truly, Chicago taught us so. Cincinnati confirmed the report, but our city has demonstrated to the world that cities can still be taken by brave, straightforward Christians.

On last Thursday, the 24th ultimo, the first arrest was made of a band of thirty women, but after a reprimand, was discharged by the acting Mayor. The day following, nothing more was done, and proceeded, as usual, to one of the many liquor houses in the city, and being refused permission to hold prayer meeting in the house, took up their position, one file on the curbstone, the other outside of the curbstone. This was done so as not to obstruct the sidewalk. In this position they began to sing and to pray. Arrests being expected, a large crowd gathered around the ladies, and the police, urged on by liquor interests, proceeded to arrest this noble praying band of Christian women. As they marched up town, singing one of the songs of Zion, the procession lost nothing in interest or numbers, and when they filed in the place for common prayer, about 3,000 persons gave them good cheer. The acting Mayor, at the usual 4 o'clock hearing, heard the evidence of his policemen and some saloon keepers, and on the evidence of these men, and his own construction of the law, fined Mr. Black \$50.00, his mother, Rev. Mrs. Black and Mother Van Horn each \$5.00. The fine was paid, and all the cheers of 3,000 voices all parties proceeded to the Temperance Alliance Rooms, and there held an indignation meeting.

Saturday morning, bright and early, they began to take observations and, if possible, the same day. Promptly at 2 o'clock 33 ladies and Mr. Black took up line of march, two and two, for 2nd Avenue, and halted before the wholesale house of Dillinger & Stevenson, where they had been invited. Under the influence of other parties the ladies were refused admittance, and proceeded to arrange themselves upon the edge of the pavement. After singing a hymn, one of the ladies offered up prayer. Never did prayer ascend to Heaven in more eloquent strains than on this occasion. This was too much for our vigilant policemen, and although 2,000 people had gathered and thronged the streets and sidewalks yet no disturbance of the public peace saw none distracting the peaceful rights of the whisky seller but Mr. Black and these 33 Christian women. They were arrested and hurried off to the common prison as "habitual disturbers of the public peace."

"Think of it, what a spectacle! Thirty-three women, the best in the city, respectable and Christian women, imprisoned in the cold Bailer! What a magnificent scene to see—and for praying to the God of their fathers and singing His praises on the public highway in one of the cities of the Keystone State and under the flag of their country! Yet this same valiant Mayor, who had said he would stop their proceedings, adjourned the case over until Monday, on a deposit of \$10 each for their appearance at 4 o'clock on Monday.

The case was examined, and this action was deemed prudent by the cowardly official. Again, amid the cheers of thousands of our best citizens, the ladies filed out of the prison house, but not free, for they were under bonds. After the cheers came groans for the acting Mayor and his police, and the entire crowd went to the Alameda Ward, where a most enthusiastic meeting was held, and the liquor men saw for the first time that they had kindled a fire which they would only be too glad to smother. Men who were never known as temperance men were loud in denunciation of the liquor men and only too ready to protect the women. These were not men enough in the city to take these women to jail. Promptly on Monday all—both men and the entire crowd of Saturday, doubled—were on hand.

Messrs. Marshall Swartzwelder, and Tom Marshall were present as counsel, and a hearing was had, that is, evidence was heard on the part of the city, and the case was adjourned till Tuesday morning, when it would be argued and given to the jury.

Tuesday morning came, and with it the bright sunshine—brighter ensign of a more glorious day for Pittsburgh, and with it, too, the more excited populace thronging the Mayor's Office—not the usual crowd that frequent within those walls, but a determined temperance crowd, willing and ready for any and every emergency. At 4 o'clock the Mayor took his seat, and the thirty-three offenders being already on hand, Mr. Swartzwelder proceeded to argue the case. As the eloquent words of this skillful Jurist (who knows himself, all the bitterness of the fearful temptation) fell from his lips, the hearty applause told unmistakably that the tide that was so soon to engulf the whisky ring had in the flow had not until this miserable specimen of a Mayor inquired, "Where are my Officers?" did the feeling demonstrate itself, and then, like the flood from the broken reservoir of a few weeks ago, did the loud and long groans of every one present most effectually silence this would-be administrator of justice. And the tide of the flow, this morning, told a minister of this city that he would stop the d—d business, covers like the very dog stool he is, and, at suggestion of the counsel, held his decision over till after Thursday the 28th, inst., when the case of the first fine is to be tried before Judge Stowe. The ladies were then released and the deposit returned. Never in the history of a free country has such a spectacle been witnessed and never has such a death blow been dealt to Intemperance, and that, too, by liquor men themselves.

It matters not what the decision of the Court may be, the women of Pittsburgh will continue the Crusade until a better government prevails, and whisky rings are banished from the city. The papers of our city are owned by the whisky men, but they are coming around slowly. Men are compelled to declare themselves, as the fence is too high to straddle and is being raised every day.

Your old friend, General Lane, is taking a prominent part in the fight, and doing good service in the cause.

Whenever there is a temperance organization let them send words of cheer to the Women's Temperance Union, of Allegheny county. They made the old Diamond alley prison ring with songs of praise and prayer nearly all of last week, and they propose to keep it up all Summer, or as long as the monster shows his deformed head.

All had the women of Pittsburgh who have taken their lives in their hands and gone forth to do battle for humanity and God!

RICHARD.

They looked for a Chicago pick-pocket and found him on the jury.

OBITUARY.

J. Edgar Thomson, President of the Pennsylvania Railroad Company.

The death of this distinguished railway engineer and manager is here announced. Perhaps no single individual in the United States has done more towards developing and perfecting the present system of steam transportation than J. Edgar Thomson; and, although he has lived over the most important and gigantic of his engineering schemes carried to successful termination, and has for many years given direction to the immense freight and passenger traffic which his skill and enterprise contributed so largely, yet his death, in many respects, be regarded as a serious loss, not only to the great corporation of which he was the head, but to the State and nation. Mr. Thomson was born in Delaware county, Pa., in 1808, and was the son of John Thomson, esq., a civil engineer of considerable eminence. He traced his ancestry to the Scotch-Irish, who accompanied William Penn to this country, and several of his ancestors were distinguished in the early history of the Commonwealth. His father had been engaged in some important engineering projects, especially with reference to the construction of canals, and the son resolved to qualify himself for the profession which his father had pursued so successfully. In 1827, at the age of nineteen, he began his professional career, on the Philadelphia and Columbia Railroad, being a part of the public works of the State, but subsequently merged in the Pennsylvania Central Railroad. Some three years afterwards he was transferred by the chief engineer of that road, Major John W. Weaver, to the Camden and Amboy Railroad, the eastern portion of which was located under his direction. Mr. Thomson after filling some minor engagements, and inspired with zeal in the acquisition of knowledge pertaining to his profession, visited Europe to see what progress had been made there in the construction of railways and canals. His return in 1836, was followed by his appointment as chief engineer of the Georgia Railroad, from Augusta to Atlanta, which he accepted, and remained in charge of the location and construction of the work until its completion. His next enterprise was the location of the National and Chattanooga Railroad, which was subsequently completed in 1838, and the eastern portion of the Georgia Railroad, which he had in the South he and a few friends purchased, and the Montgomery and West Point Railroad in Alabama, which was then bankrupt and unfinished, and after its completion, under his direction as consulting engineer, it became a profitable line.

In 1847 Mr. Thomson entered upon the great work of his life. He was then employed as general manager of a portion of the Georgia Railroad, which had been finished and put in operation under his supervision; but having been called to the position of chief engineer of the Pennsylvania Railroad, he at once abandoned the scene of his operations in the South, and entered upon his new duties. The location and construction of the line over the Allegheny Mountains, requiring the highest engineering skill, was the work to which he now addressed himself. He undertook this task with the spirit of an enthusiast. He manfully encountered all the difficulties and privations incident to the location of a line through the wilds of the mountains, and his efforts were crowned with signal success. His capabilities had not only been tested, but he had shown himself to be a man of high order, and serving as chief engineer on the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to serve as chief engineer of the Pennsylvania Railroad several very tempting offers were made to him to return thither. He was offered the control of the Charleston and Memphis road, and its connections, but declined the position. In due time the Pennsylvania road was completed, and the mountains traversed by steam without the aid of inclines or planes.

In 1852 Mr. Thomson became President of the Pennsylvania Railroad Company, having been nominated at a time when he was absent in the West. He did not seek the position, but it was tendered under circumstances which prevented him from declining, although he would have willingly resigned the position, and preferred to