

and thimbles, was her constant companion. "The needle book, Millie," she said faintly, "look in the needle-book." "But, grandmamma, the leaves are all sewed together."

"Cut them open, child; but be careful. I'm going to give that needle-book to you, Millie. It was one I bought when you was a wee baby. All my treasures belong to you, child."

Frank Blakesley stood looking over his wife's shoulder as she obeyed the old lady's behest, deftly passing the scissors' points between the flannel leaves, scalloped and embroidered, and faded silks which had once boasted all the colors of the rainbow. Suddenly he uttered an exclamation and in the same instant Millie dropped the scissors.

"Grandmamma, there is money here—sewed to the inside of each leaf—hundred-pound notes."

Grandmamma Kirke smiled serenely.

"How many, Millicent?"

"Ten, grandmamma."

"Yes, yes, I thought so," said the old lady, nodding her head. "It's all right. Take them, Frank, and spend them as you and Millie please; they are old grandmamma's gift."

"A thousand pounds! Oh, grandmamma," cried Millie, with a long breath, "you never told me this!"

"Because I wanted you to depend on yourself, my girl; but I always meant it for you. Now leave me in quiet a little while, I want to sleep."

And half an hour afterwards grandmamma Kirke died.

"It's a precious bore," said Mr. Charles Clare when the strange story reached his ears as, of course, it was not long in doing. "Blakesley always seems to have all the luck. If I'd known about the thousand pounds I don't know that I should have objected to the old lady."

But grandmamma Kirke's money was better invested in Frank Blakesley than Charles Clare. Millicent did not regret her choice.

DEATH OF AN AGED WOMAN.—The *Dunkirk Journal* announces the death in Gerry, Chautauque Co., recently, of Mrs. Susan Woods, aged 100 years 8 months and 22 days. The deceased was born in Cambridge, Washington Co., then the British colony of New York, September 23d, 1772, of Scotch Irish parents; was married to James Woods at the age of seventeen with whom she lived 54 years. Her husband died 30 years ago. She had 14 children; 4 died young, 10 of them—5 sons and 5 daughters—lived to adult ages. Her youngest child is 57 years old. Her oldest living is 81 years old. She left 29 grand-children, 56 great-grand-children and 25 great-great-grand-children. Of the latter, one is 21 years old. There four generations at the time of her death in her son's—Samuel Woods—family of which she was an inmate. She lived near Sincleville, in Chautauque county, 36 years. She was four years old when the old thirteen colonies declared themselves independent of Great Britain; 16 years old when Washington was inaugurated President; was of industrious habits, used plain, wholesome diet, had a cheerful disposition and was a favorite with the young and until recently was an early riser. Tea was the only beverage she was accustomed to use. She lived in a healthy locality, was particular about airing her room, was fond of the light and sunshine. Her hearing and eyesight were both remarkably good. She could converse quite fluently and intelligently of revolutionary times and events.

WHO DISCOVERED AMERICA?—Here is an item of news from the Madison, Wis., *Journal*, of recent date, that will upset the histories now in common use, as it disposes of both Columbus' and Americus Vesputius' claims to the discovery of this country: The *Journal* says that Ole Bull, Prof. R. B. Anderson, of the Wisconsin University, Senator J. A. Johnson and other prominent Norwegians, are raising money to build a monument to Leif Erikson. The first-named gentleman has already given some concerts and will give a few more before leaving for Norway, the entire proceeds to be devoted to the monument fund. Prof. Anderson, a linguist, thoroughly versed in Scandinavian literature, is to lecture for the benefit of the fund. The total amount to be raised is \$10,000. The monument is to be built in Madison and dedicated with great ceremony on the hundredth anniversary of American independence. Ole Bull, Bjornson, the famous Norwegian author and poet, and other celebrities will be present on the occasion, together with such a host of enthusiastic Norwegians from this and adjoining States, as were never before seen together outside the borders of Norway. Leif Erikson, whose name is to be inscribed upon this monument, was a bold navigator, who discovered America in the year 1000. That is what the Sagas say and circumstantial evidence tends to corroborate the Icelandic records.

The POTTER JOURNAL

AND
NEWS ITEM.

COUDERSPORT, PA., July 30, 1873

REPUBLICAN COMMITTEES.

Representative Delegate.
C COYNE, of McKean County.

Senatorial Delegate.
HUGH YOUNG, of Tioga County.

County Committee.
DAN BAKER, Chairman,
J M HAMILTON, Secretary,
G W Colvin, C G Cushing,
R L Nichols, J M Kilbourne,
R K Young

Vigilance Committee.
Abbott—Chas Meisner, Jos Schwartzbach and Chas Henschel
Allegany—David L Raymond, A G Presho and W R Gardner
Bingham—I B Carpenter, A H Cobb and L J Thompson
Clara—J L Allen, Wm Graves and W A Cole
Coudersport—S F Hamilton, W K Jones and J C Davidson
Erie—Lewis A Glace, C Stearns and J D Earl
Genesee—J C Cavanaugh, Wm Baker and Josiah Webster
Harrison—J L Haynes, A A Swetland and W W Lawrence
Hector—D W Havens, John Skutt and Cyrus Sunderlin
Hebron—Wm Greenman, L M Coy and Geo W Stillman
Homer—Levi S Quimby, Jacob Peet and W H Crosby
Keating—G C Lewis, Henry Harris and Hiram Bridges
Leeds—E C Baker, Henry C Hosley and O R Bassett
Oswayo—A S Lyman, J V Brown and Wm Pessenden
Pike—M V Prouty, S H Martin and Sam'l Brown
Pleasant Valley—Ernest Wright, Lewis Lyman and J K F Judkins
Portage—Chas Young, Chas Austin and Dan Everett
Roulet—M V Larrabee, Wm Hazen and Chas Barr
Sharon—N Parmenter, A A Newton and J S Pensold
Stewardson—H Andrees, James Barton and Ed Jett
Summit—Alvin Rennells, James Reed and J L Peirce
Sweden—R L White, Edwin Lyman and Joseph Butler
Sylvania—Dutton Stiles, A R Jordan and G B Rees
Ulysses—A F Raymond, J M Benton and J Jay Cushing
West Branch—E Crippen, S W Conable and O Wetmore
Wharton—J L Barclay, A R Burlingame and Shafter Logue

Republican County Convention.
The Republicans of Potter County are requested to meet at their usual place of holding their general election, on Tuesday, September 2, 1873, between the hours of 4 and 6 p. m., to elect Delegates to represent them in County Convention to be held at the Borough of Coudersport on Thursday, the 4th day of September next, at 2 o'clock, p. m., to put in nomination candidates to be voted for at the October election, and to transact such other business as may come before the Convention.

The Vigilance Committees of the several townships and boroughs are requested to give notice of the time and place of holding the primary meetings and to attend them to organize and act as Boards of Election. The number of Delegates to be elected from the several townships and boroughs are as follows: Harrison 6; Hebron and Sharon, each 5; Bingham, Coudersport and Ulysses, each 4; Allegany, Eubala, Genesee, Hector, Leeds, Oswayo and Roulet, each 3; Abbott, Clara, Homer, Jackson, Keating, Pike, Pleasant Valley, Portage, Stewardson, Summit, Sweden, Sylvania, West Branch and Wharton, each 2.

HAIR.
This beautiful adornment of the human figure gets terribly abused. So much is said lately of people wearing that which does not belong to them that we can safely let that subject alone. What we cry out against, is the torture and disfigurement to which that which is kind enough to grow on our heads is sometimes subjected. Children usually have fine, soft hair and even when uncombed and tangled it has some wild beauty. You long to get hold of it, to part it and brush it and see how softly it will lie over brow and neck.

But some sacrilegious persons lay hands on a young girl's hair that might be a crown of beauty, and at the bidding of merciless fashion, strain it all straight back and up to the crown of her head and tie it there, leaving it to hang in switch or braid—an utter disfigurement.

Our boys fare little better, of course we do not know what they may come to; but what is the use of anticipating the worst, and making them as convicts or lunatics before their time. It is cruel, for it cannot be remedied. A poor little fellow has to wait for his hair to grow before he can be relieved from the infliction.

IT SEEMS Brigham Young, some time not long since, had a revelation that down in the territory of Arizona was a region flowing with milk and honey which the Saints could walk into and possess. Straightway he fitted out an expedition and sent it off to make discoveries. They reached the locality indicated and tried their best to make the Prophet's vision good, but facts were against them and the honey and milk could not be found. They have now returned to Salt Lake City evidently disgusted with Brigham and doubting the inspiration of his revelations.

There seems to be no further to move for the Saints. They must fight it out where they are, and the result does not appear to be doubtful even to them.

Not long since Brigham preached a sermon for the benefit of the distressed wives of Mormonism. He told them he was going to set all of his wives free, divorce them all even to the first wife, and then such as wanted to leave could pack their duds and go for he was tired and worn out with their whining. But if they chose to remain then they should stay and be peaceable and live the whole of their religion. A part would not do, they must take the whole dose. He then advised all of the brethren to follow his example, set their wives free and let them go if they chose to. He did not want to hear any more complaints.

We apprehend if this course is really taken the possibility of possessing the whole of a husband instead of a part will cause heavy fluttering of Mormon calico in the camps of the miners and the ranches of the gentle farmers.

SEVERAL of the democratic papers, seemingly incited thereto by the example of the *New York Herald*, are discussing the fearful consequences that would follow the election of President Grant for a third term, and under the head of "Caesarism," are telling the people of Grant's proclivities to usurp power, and of the tendency of the present state of things to centralize the force of government.

They assume that it is already contemplated by his political friends

that he shall again be re-elected. It seems to us that they are setting up a man of straw with which to amuse their leisure hours. However, if they like it we have no objections; but it is amusing to see what horrified looks they put on as they view their monster and then with what gusto they knock it over.

This is certainly quite as honest as fabricating marvelous stories about the President's horses, and equipages, and bull pups, and far more gentlemanly than printing perverted reports of every action and movement of the President's daughter, Miss Nellie Grant.

Our little village has reason to be very grateful for the bestowal on it of the Court House clock. No doubt it is grateful and has always been, but growing more so as the years roll on and that patient monitor still numbers the minutes and the hours. It has lasted much longer than was at first anticipated and has been a cheer and a companion to many a lonely watcher for almost twenty years. It might have been long before we had one if we had waited for the ordinary course of supply to public needs, yet probably now the village would not spare it for twice its cost. If some benevolent person should give us a fountain in the public square, probably we should get to value that too and be thankful for it, perhaps we would keep it and its supplies in order.

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ACCORDING to the Olean Times quarterly meetings will be held in this vicinity as follows: Ulysses, August 7th and 8th; Oswayo, August 9th and 10th; Coudersport, September 4th and 7th; Smethport, Sept 5th and 7th; Port Allegany, September 6th and 7th.

THE New York Herald notices the fact that there are now fifteen narrow gauge railways in operation in the United States, having 700 miles of track and there are no less than 120 organizations and 1250 miles under process of construction. These roads have been planned and constructed within the last two years. The cost through a level country is about \$10,000 a mile, including a fair equipment of rolling stock, while the 4 foot 8 1/2 inch gauge costs from \$35,000 to \$45,000 per mile. In the West, where the traffic is not large, the narrow gauge road pays better on the amount of money invested than does the wider gauge.

CAMERON AND BLAINE.

A special dispatch from Washington to the *Chicago Tribune* says: "Senator Cameron, of Pennsylvania, has declared himself, in a conversation with a leading politician of the State, in favor of General Grant for a third term. Cameron's great anxiety seems to be to defeat Speaker Blaine for the Presidency. He is against Blaine, because, as he asserts, he is a freetrader, although born and raised in Pennsylvania. But this is not the strongest objection of the Pennsylvania Senator to Blaine. Cameron never forgets an injury. He says Blaine forfeited all claims to his support when he appointed Mr. Dawes, of Massachusetts, Chairman of the Committee of Ways and Means. Dawes, it will be remembered, was the gentleman who introduced the resolution of censure upon Gen. Cameron, as Secretary of War, calling upon President Lincoln to remove him. For the last ten years Cameron has been laboring to have that resolution expunged from the records of the House of Representatives, but in vain. He asserts

that if he lives he will carry Pennsylvania against Blaine on this account."

We do not believe a word of this. Speaker Blaine is not recognized as a candidate for the Presidency; moreover we know that he is not "a free trader," and that his views on protection are not unacceptable to Senator Cameron or to Pennsylvania. On all occasions, as the key to every political manoeuvre, we have the same rehash of the story of Senator Cameron's desire to have "the resolution of censure expunged from the records, &c." If Senator Cameron has not been thoroughly vindicated from the passage and effect of that resolution of censure, all the expunging that can be done by the House of Representatives will never relieve him. He has been twice since elected to the Senate, the last time without the slightest opposition. He has been placed at the head of the Committee of Foreign Relations, in the room of Charles Sumner, a position of the very highest character and a world-wide exhibition of the confidence reposed in him by his colleagues and his Government. Moreover, his policy as Secretary of War has, by the lapse of time and events, been fully justified. It is universally conceded that he is the only man connected with the Government at the beginning of the Rebellion who thoroughly comprehended the magnitude of the struggle and made preparations commensurate with its real scope and character. What he could desire more, we are at a loss to conceive. The resolution of censure is a forgotten incident of the past—his position, services and honors are living facts of the present. The first is never dug up from the dusty archives of Congress, but in an attempt to disparage him, while the latter, always existing, will secure to him and to his memory for all time, the respect and remembrance of his fellow-men.

We have no special admiration for Senator Cameron and have never been among the number of his adherents. But we despise and condemn the promiscuous denunciation and abuse constantly heaped upon him, and are willing to recognize his really great qualities and the truly valuable services he has rendered his country. We feel assured that the action and motives ascribed to him, in the special dispatch to which we have alluded, are utterly without foundation.—*Pittsburg Evening Telegraph.*

The indications are that there will be three tickets submitted to the voters of Schuylkill county the coming fall, the Labor Reform party manifesting a determination to enter the field again. On Tuesday the standing committee held a meeting at Pottsville, at which the following resolutions were adopted: "Whereas, Reports have been circulated that the labor reformers would not nominate a ticket this fall; therefore, Resolved, That we will not abandon the field, but will use every legitimate effort to inaugurate a vigorous campaign, believing the labor reform principles to be best calculated to secure the welfare of the people of our country.

John Siney, President of the Miners' and Laborers' Benevolent Association, is opposed to the nomination of a ticket and thinks there are other matters to consider just now of more vital importance to the workingmen's interests.

Isn't there just a little laxity in the manner of selecting Southern officials, by the general government? Major Elias Griswold, of rebel prison fame, has been appointed a special agent of the Post-office department. The *Savannah (Ga.) Advertiser*, has this to say of him:

The notorious Capt. Wirtz was a sergeant under Griswold and carried out his orders, and we know from actual experience of his treatment of Federal and Union prisoners, that if Wirtz deserved hanging Capt. Griswold should have been hung by his side. His brutal orders and still more brutal treatment of the sick, deserve some other reward than Federal appointment to office.

If Southerners must be appointed, let it be those who fought honorably during the war. Those who tortured Union prisoners deserve no favor.

The State of New York is proposing to set apart nearly a million acres of land in the region of the Adirondacks for a State Park. This idea of large parks under the control of the State or National government seems to be gaining favor. The general government, we believe, has set apart the Yellow Stone region as a great National Park. It is said to contain some of the most interesting wonders of nature to be found in the world, though it has not yet been fully explored.

The region that is proposed to be thus appropriated by our neighboring State is heavily timbered and abounds in small lakes and mountain streams, filled with fish, while the woods are full of game of various kinds.

It is a well-established fact that the clearing of a country of its timber causes material changes in its climatic conditions, one of which is that the fall of rain is materially lessened, while tornadoes and eccentric

storms become more frequent. The West is rapidly turning its attention to planting large tracts of forest trees, not wholly to raise timber for ordinary purposes but as a means of influencing those conditions, and the question arises that it might be wise for every section of the East to preserve at least a few large tracts of their timber.

The mail arrangements on the line of the B. N. Y. & P. R. R. instead of improving, are growing beautifully worse. For the past two weeks there has been but one messenger on the route, at least a part of the time, and we believe that several trips have been run with no postal agent on board. It is not about time for the old fogies of the Post Office Department to bestir themselves? We are required to pay postage on our exchanges and as country editors who depend upon our city exchanges for general news we have a right to demand of the Department a reasonably speedy transmission of our mails. The Buffalo papers are now from two to three days old when they reach us, whereas by proper management we should receive the morning papers by noon of the day of publication. There is but one side to this question.—*Emporium Independent.*

IMPORTANT RAILWAY DECISION.—The opinion of Judge Sharswood, of the Supreme Court, in the case of Beale against the Penna. R. R., is one of great interest to the public as well as to the railroad companies. The case in the lower court was brought by the widow and heirs of Thomas Beale to recover damages for his killing by the railroad company, at a crossing in the village of Patterson. Mr. Beale was driving across the railroad track in a wagon drawn by one horse, and was struck and killed by the Fast Line east. On the trial, counsel requested Judge Bucher to say to the jury, as a matter of law, that as the uncontroverted testimony showed that as the unfortunate man killed did not stop before driving on the track, there could be no recovery. The Judge told the jury this was the law, but left it to them to find whether the approach of the train could have been seen by Beale, and instructed them, if it could not have been seen, they might find a verdict for the plaintiffs. This the jury did and the company took the case to the Supreme Court. Judge Sharswood, in settling the law, says:

"There never was a more important principle settled than that the fact of the failure to stop immediately before crossing a railroad track is not merely evidence of negligence for the jury but negligence per se, and a question for the Court. It was important, not as much to railroad companies as to the traveling public. Collisions of this character have often resulted in the loss of hundreds of valuable lives—of passengers on trains—and they will do so again if travelers crossing railroads are not taught their simple duty, not only to themselves but to others. * * * The Judge should, upon the uncontradicted evidence, have directed a verdict for the defendants." The Supreme Court further decide that the "duty of stopping is more manifest where an approaching train cannot be seen or heard than where it can."

We hope the above will be a warning to our fast young men who are in the habit of racing their horses over the Main Street crossing of the J. S., P. C. & B. R. W., in this Borough. It is very certain that if they came to a full stop they could not see the train coming.

From the Buffalo Express.
The Buffalo, New York and Philadelphia Railway.

At a recent meeting of the Board of Directors of the Buffalo, New York & Philadelphia Railway action was taken upon the subject of issuing new bonds of the road to the amount of \$1,000,000 for the purpose of more fully equipping the road to meet the demands of its rapidly-increasing traffic. In pursuance to the action the following circular was issued by the Secretary, which fully explains itself:

SECY. AND TREAS. OFFICE.
BUFFALO, N. Y., & PHILA. R. R.,
BUFFALO, July 5, 1873.

DEAR SIR: Owing to the large increase of traffic on the line of this railway, and the constantly-increasing demand for rolling stock and equipment to meet the wants of its own business, it has been decided, as will be seen from the accompanying unanimous action of the Board of Directors, to issue a fifty-two ten per cent. second mortgage bond in order to obtain money for the successful development and operation of this great and important feeder to the interests of Buffalo and vicinity.

The Board of Directors have further ordered that these bonds be sold at par and accrued interest from July 1, 1873, and that persons subscribing therefor be allowed the option of paying for the same in four equal monthly instalments, the first payment to be made on the 1st day of August, 1873, with accrued interest, or full amount at the time of subscription, as they may desire. The subscription books will be opened Monday next, the 7th inst., and may be found at the following places, viz.: Manufacturers and Traders' Bank, Marine Bank, Bank of Buffalo, Farmers and Mechanics' Bank, First National Bank, Third National Bank, White's Bank, German Bank, New York and Erie Bank, Bank of Attica.

Orat this office (No. 62, Exchange St.), Yours, very respectfully,
H. L. LYMAN, Treasurer.

Ever since the completion of the Buf-

falo, New York & Philadelphia Railway the difficulty of supplying the demands of its patrons with sufficient rapidity to satisfy them and the business interests of Buffalo, and the fruitful region thro' which the road runs, has been the only concern of the managers. This difficulty has been constantly increasing until it was found necessary to the life of trade and permanent interests of the road to provide means for the immediate reduction, if not the complete surmounting, of this difficulty. Knowing these demands came from the men whose interests and needs were co-existent with those of the road itself, the Company issue the above circular to them, and they look to Buffalo investors, who hold the great proportion of interest in the line and its success, to show their loyalty to those interests and to secure to themselves the glory and the gain of providing for this most promising contingency.

These bonds are of the denominations of \$500, \$1000 and \$5000, in all to the amount of \$1,000,000. All bear date on the first day of July, 1873, and are made payable on the first day of July, 1893, thus having twenty years to run. But the company reserve the right to pay them at any time after the first five years from date, at the office of the Farmers' Loan and Trust Company, in the City of New York. The bonds bear interest at ten (10) per cent. per annum, payable at the same place semi-annually, and the payment of the principal and interest is secured by a second mortgage of even date with the bonds upon the 121 miles of road, and all the other property, real and personal, acquired or to be acquired, and all its rights, privileges and franchises income and revenues, issued and delivered to the Farmers' Loan and Trust Company, in trust for the equal benefit of the holders of these bonds.

Should the action of the Board of Directors in this matter require any justification or argument to convince the uninformed, or enhance the confidence of those who know of the workings of the road, they may be found for any reasonable mind in the following statements of facts:

The Buffalo, New York & Philadelphia Railway passes through a rich farming, mining and lumbering district whose products, since its opening, have flowed in a steady stream to Buffalo as the main point of consumption. The route is through an almost new section, so far as development is a sign of age, and the already immense products are on a rapid and steady increase. For the transfer of these products in this direction there is no means but the Buffalo, New York & Philadelphia Railway, who are able to furnish so far only 400 cars for this purpose, a number as has been proved to their surprise wholly inadequate.

The Company have ordered to be made immediately by the Buffalo Car Company, 100 additional cars, but these are necessary every day for local traffic alone. One great branch of the traffic on the road—the anthracite coal carriage—requires the running of 200 to 300 cars in its interest, while the rapid increase in the mining business demands the immediate provision of 300 more. It is believed that even that number would be insufficient before the expiration of three months, so immense have become the demands for coal from this point. The Cameron Coal Company, at Emporium, can lead from 150 to 200 more cars daily with their bituminous coal, and is anxious to make contracts with the Buffalo, New York & Philadelphia Railway Company to carry all their products to market. In this branch of the business a hundred cars would pay for themselves in less than six months after their completion.

The items of lumber and bark form no inconsiderable part of the freight on the road, and are increasing far beyond the wildest estimate. 100 more freight cars are needed for bringing these useful products to Buffalo, when the demand will even more than equal the supply. Of perhaps greater importance to Buffalo is the facility of shipping cattle which this road offers, or rather which it will offer when the necessary cars are provided. It is claimed that shippers will save much valuable time and expense of feeding, as well as the labor and expense of handling, by sending their stock east by this route. So many of our dealers have already discovered this that they require 20 cars daily for the transportation of their bovines, and would gladly make use of more could more be furnished them; the Company has prepared yards for the accommodation of these shippers on their property in the eastern part of the city, while in the coal interest it has built 700 feet of dockage and will increase the same to 1200 feet at the earliest period possible.

All this goes to show that the Buffalo, New York & Philadelphia Railway Company are in a dilemma, but a most interesting and wholesome dilemma it is, and one which Buffalo can well afford to assist in overcoming.

Really the outlook could be no more cheering than it now is to the Buffalo, New York & Philadelphia Railway. More prosperity than she knows what to do with is a blessing she little expected, and the division she has decided to make of her too rapid accessions will only make her more popular and prosperous, and those who assist in the pinch the richer in the pocket for their investment.

Of the facilities and advantages of this road for the carriage of passengers little need be said. By its connections travelers go through to Philadelphia without change, and to Baltimore, Washington, and other southern points, with only one change at Harrisburg. The route to Philadelphia is 24 miles

shorter than any other from Buffalo and is made with a saving of two hours and thirty minutes over any other route. Pullman palace cars are run regularly and every convenience provided for the comfort and safety of passengers. The provisions for the safety of the passengers already on one through train, Westinghouse air-brake, several experiments with which the Philadelphia Press reports with the following results: "The brake stops a train running from 32 to 45 miles per hour in ten to sixteen seconds of time, and from 315 to 514 feet distance; the shorter distance and lowest number of seconds being for the greatest velocity. The brake also stops the train automatically by the separating of the train by the action of a 'feeler' when operated on by any object on the track, or by the stop the train equally as well without the engine being drawing or not."

These facts go far to recommend the enterprise and careful management of the Directors, and to assure the public that their patronage of this road will neither be abused nor their lives endangered through inattention or recklessness.

So great a necessity has the Buffalo, New York & Philadelphia Railway come to Buffalo that it would be a calamity should the abundant traffic it could command go into any other channel through neglect of our interests by our able capitalists. Let every man step forward and do a good deed for Buffalo and himself at the same time by purchasing the second mortgage bonds of the Buffalo, New York & Philadelphia Railway Company.

LATEST NEWS.
(Via *Elmira Daily Advertiser*.)

GOLD closed in New York Monday 115 1/2 @ 115 1/2.

The *New York News* states that application has been made to Governor by the most prominent men of the State of New York, to grant Walworth a pardon. The proceeds are being kept very quiet and Governor Dix has written to Judge Noah asking him to transmit him a copy of the testimony, letters and records of the case.

ON SUNDAY evening John Vandale, a traveling agent for a New York tobacco house, fell in a fit as he was taking a seat in the cars in the Depot, at Pittsburg, and died after.

A MEXICAN newspaper, at Matamoras, states that a revolution is imminent in the State of New Leon, in honor of the numerous candidates for governorship and the intense party spirit.

The New Jersey section of the New York & Albany Railroad was opened to-day and an excursion will be made by the President. Directors invited guests to Tappan town, the minus of the finished portion of road.

PRESIDENT Grant left Long Branch for Kingston, N. Y., Monday.

The Grand Lodge of the Knights Pythias, of the State of New York convened at Poughkeepsie yesterday.

The press of Cleveland Monday gave a picnic to 200 news boys in that city.

Two barns containing 40 tons of hay were struck by lightning and burned on Sunday night, in East Kingston, N. H.

CHARLES COLEMAN, of Great Falls, N. H., aged 50, suicided with a rifle Monday morning, leaving a family of six children.

A WASHINGTON dispatch says Col. R. W. Hughes will probably be a Republican candidate for Governor Virginia.

The schooner *E. B. Phillips* was seized at Boston Monday by the customs authorities, charged with smuggling Holland gin.

BISHOP Simpson is reported sick Long Branch.

THERE were thirty deaths from cholera in St. Louis last week.

The reported illness of Archbishop Bailey, at Newark, New Jersey, is feared.

A ST. JOHN'S, Newfoundland, dispatch says that the steamer *Patrol* sailed for Disco on Saturday evening. She had been delayed to make repairs and have her boilers thoroughly overhauled.

The Clyde glass works were partially destroyed by fire on Thursday last, involving a loss of over \$40,000. Only a small portion of the loss is covered by insurance. A fire engine of considerable hose were abandoned and the flames lost.

A TORNADO at Macon City, Mo., Sunday, partially destroyed the Zion's Temple and totally destroyed several small buildings. A lady named Collins and a negro man were killed. Myer Montgomery was fatally injured and Judge Henry and a number of persons more or less severely injured.

A ST. JOSEPH, Mo., dispatch says that a number of the Iowa train cars crossed the Hamilton and St. Joseph railroad, a few miles east of St. Joseph, on Thursday, with a large party of pursuers only three miles behind them. It is believed that they would be taken without a terrible catastrophe. They know that their capture would result in a certain death.