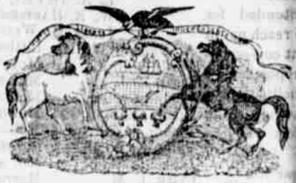


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BY G. B. GOODLANDER & CO.

PRINCIPLES, not MEN.

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NEW SERIES—VOL. I.—NO. 45.

Select Poetry.

WHAT THE WINDS SAY.

What do the winds say to us,
As they hurry across the plain,
Or eddy around the hill tops,
Coming sighing again?
What do they say to the trees,
As they whisper among the boughs,
Of murmur so low in the bushes,
"Ringing the pendant leaves?"

Hark! even now they are harping
Through my half open door,
Breathing their strange sweet melody,
"Sleeping more and more."
What is the message they bear us,
Stooping so low as they go,
Wanting the length of the journey,
"Reeking waste of woe?"

"O! Fancies, in their lesson,
Taught alike by all,
That he who watcheth the sparrow,
Keeping it lest it fall,
Watcheth alike o'er the wind-blows,
Tempering with grace their power—
Making them bearers of love gifts,
Multiplied every hour."

And so they kiss my garments,
Or rattle through my door,
Or toy with the rock tree tops,
Laughing o'er and o'er,
I say, All hail! ye wind powers!
Come to me when you will,
You must ever repeat me the lesson
That Providence keepeth me still.

Miscellaneous.

Thought She "Might be induced."

The fraternity of widows has been largely dealt upon for material to point moral and adorn tales and stories. The story I am about to relate happened—or perhaps did not happen—and was a standstill joke with a famous wag so many years ago, that it can do no harm now to relate it in print, as he often did in the social circle, somewhat in this way:

A relative of Daniel Webster, whom we will call Col. Webster, had the misfortune to lose his wife, to whom he was tenderly attached. He was a man characterized by much of the credulity, wit, and shrewdness of the family. Time gradually softened down his grief, and finally he felt sufficiently lonely to desire the companionship of a wife once more. In the course of conversation on the subject, Daniel suggested that the widow of a near friend of the colonel would suit his case very satisfactorily, and advised him to make a visit in that direction.

The colonel pondered over the matter, and came to a favorable conclusion. He was not acquainted with the lady, and indeed, had never even seen her, but the advice of so excellent a man as his friend, he felt persuaded, must be a worthy one. Accordingly, he visited the widow, and proposed his suit. He arrived at her house, which was in a New Hampshire village, he apologized for any seeming freedom on his part in calling, and pleaded, in excuse, his intimacy with her deceased husband. He was graciously received and invited to remain. A view of the dame and an evening spent with her did not prove as propitious as his hopes had led him to expect. The good lady was full of her admiration and tender remembrance of her deceased husband, in whom her heart still seemed wrapped up. In her presence the colonel gradually found himself in an awkward position to take to his bosom a wife whose love was so very ardent and warm, and devoted to the memory of a predecessor.

However, the colonel was a matter-of-fact man, and, having come upon special business, he concluded to accomplish it, and take the hazards. Accordingly, about the time for retiring, he opened his subject, and stated the purpose of his visit, and his belief that they could increase their mutual happiness by filling for each other the places of their deceased partners.

Hereupon the widow burst into violent weeping, was surprised he had dared do such a thing, could never love another man, would never wed again, never would consent to her life to the grave, and so on, and so on, until she said, "widow's tale." The poor colonel, grieved and astounded, though not altogether dissatisfied, stolidly earnestly. He was lonely and felt the need of a companion—had cherished the friendship of her husband, who was his intimate friend—had thought that their union might be mutually desirable and beneficial, and made quite a lengthy speech, in self-justification and to soothe the disturbed feelings of the unhappy lady—and finally she cried her tears and ceased her lamentations; and the scene was closed by the colonel's retiring to bed.

The morning the widow had recovered her peace of mind, and was all attention, graciousness, and smiles to the good colonel. He bore himself with the amenities of a courtly gentleman, and as soon as breakfast was ended, prepared to start. The widow seemed in a mighty hurry, and urged a stay to dinner, but the colonel felt obliged to be on the move homeward. At last he was at the door, and offered his hand for a parting pressure. The widow clasped it, held it for a moment, trembled, blushed, turned aside her head, and gently murmured:

"Well, colonel, I have been thinking of—of what you said, and I—I—I think I might be induced!"

The colonel gave her a half-quizzical, half-sneering look, and, replying with "Good morning, madam," entered his house, and left for home an instructed man.

Points of Interest.

Culpepper Court House, Fairfax Court House and County, Manassas Gap and Manassas Junction, are now looming up in consequence, and are bothering hasty newspaper geographers considerably. Culpepper Court House, the old name of which was Fairfax, is the county seat of Culpepper county, and is situated about sixty-two miles from Alexandria, on the Orange and Alexandria Railroad. Fairfax is the county seat of Fairfax county, which immediately surrounds that part of the District of Columbia taken from Virginia, and is about sixteen miles from Alexandria, and also on the Orange Railroad.

There is a considerable body of rebels at Culpepper, but at Fairfax there are but one or two companies. As a singular example of the inability of unexperienced men to estimate numbers in a body of troops, even in plain view, it may be stated that an intelligent man who had just passed through Fairfax, on Monday morning, reported in Washington, that there were one thousand five hundred rebel troops there, when it was positively known at the headquarters of the army that the whole body of armed men at Fairfax, at that in-lentical time, numbered but one hundred and thirty-three men, under Capt. Thrift. This will serve to explain some of the exaggerated statements of large bodies of troops at numerous points in Virginia. It may be stated also that General Sandford's proclamation to the people of Fairfax county was not issued from Culpepper Court House, as stated by one of the enterprising metropolitan journals, but from the Mansion of the late George Washington Parke Custis, on Arlington Heights, immediately opposite Washington.

Manassas Junction, which is now thought to be an important strategic point, is at the junction of the Orange and Alexandria Railroad with the Manassas Gap Railroad, twenty-seven miles from Alexandria. The former road extends southward and south-westward to Richmond, Charlottesville, and Lynchburg, ramifying all through Virginia, while the latter extends northward, rarely to Strasburg, a town within eighteen miles of Winchester, whence a railroad continues to Harper's Ferry. It will thus be seen that the possession of Manassas Junction (not the Gap) will cut off the Harper's Ferry rebels from direct communication with the main bodies further South.

Yesterday and last evening there was considerable activity visible along the military line from Philadelphia to Alexandria, and it is surmised that the movement is induced by a purpose to extend our lines in Virginia towards the Manassas Junction. This is done by sending forward troops from the neighborhood of Washington and supplying their places by advances of troops from points on this side of the Federal City.

Col. Dare's and Col. Nagle's Regiments at Ferryville, Havre de Grace Bush River, &c., were in motion last night for the South. They were to be relieved by the Eleventh Pennsylvania, and four Companies from Wilmington. Several additional regiments from the East were also en route, and there were indications at Suffolk Park that the troops encamped there were also expected to make an immediate march.

All these circumstances indicate some important action, and unless the rebels follow their usual tactics and fall back before our advancing army, a conflict within two or three days seems to be certain.—Philadelphia Inquirer of the 29th.

St. Paul's Clock.—Have you ever heard of the great clock of St. Paul's, in London? At mid-day, in the roar of business, when carriages, and carts, and wagons, and omnibuses, are going rolling through the streets, how many never hear that great clock strike unless they live very near it! But when the work of the day is over, and the roar of business has passed away, when men are gone to sleep and silence reigns in London—then at twelve, at one, at two, at three, at four, the sound of that clock may be heard for miles around. Twelve—One!—Two!—Three!—Four! How that clock is heard by many a sleepless man! That clock is just like the conscience of the impatient man. While he has health and strength and goes on in the whirl of business, he will not hear his conscience. He drowns and silences its voice by plunging into the world. He will not allow the inner man to speak to him. But the day will come when conscience will be heard, whether he likes it or not. The day will come when its voice will sound in his ears, and pierce him like a sword. The time will come when he must retire from the world, and lie down on the sick bed, and look death in the face. And then the clock of conscience, that solemn clock, will sound in his heart, and if he has not repented, will bring wretchedness and misery to his soul. Oh, write it down in the tablets of your heart—without repentance, no peace.—J. T. Bule.

Beautiful Idea.—In the mountains of the Tyrol, it is the custom of the women and children to come out when it is bedtime and sing their national songs until they hear their husbands, fathers, and brothers answer them from the hills on their return home. On the shores of the Adriatic such a custom prevails. There the wives of the fishermen come about sunset and sing a melody. After singing the first stanza, they listen for an answering melody from off the water; and continue to sing and listen till the well-known voice comes hown on the waters, telling that the loved one is almost home. How sweet to the weary fisherman, as the shadows gather around him, must be the songs of the loved ones at home, that sing to cheer him; and how they must strengthen and tighten the links that bind together those humble dwellers by the sea.

PARENTAGE OF JEFFERSON.

The following, from the pen of Hon. D. P. Thompson, we find in the editorial columns of the Green Mountain Freeman: "The circumstances of the union from which spring the illustrious American statesman, Thomas Jefferson, have never, we think, except in such general terms as would convey no definite idea of their peculiar character, yet reached the eye of the public. But having learned them from the aged neighbors of Mr. Jefferson, during a former sojourn in Virginia, and being well convinced of their entire truth, we will venture to relate them for the amusement of our readers.

Mr. Jefferson's father was poor, but an intelligent and industrious mechanic, and as society was constituted in Virginia, he was wholly excluded from the ranks of the aristocracy, and could have had no hope of forming a family connection with them, but for the following incident:

One of the proud and lordly Randolphs, wishing some repairs to be made on the door-steps of his mansion, and having heard of the expertness of the young carpenter, Jefferson, who resided in the same parish, sent for him to come and do the work. In this family there were several beautiful and accomplished daughters who were the acknowledged belles of that part of the country; while one of the sisters was so far behind the rest, either in accomplishments or the faculty of showing off to advantage, that she was subject to mortifying neglect by the young men who thronged the establishment, being generally left at home while her more favored sisters were taken off for the constant round of parties and pleasure excursions in vogue among the wealthy families of the place. It was during one of these instances of neglect that young Jefferson happened to be at work on the steps, and the respectful attentions he then had an opportunity of paying the slighted girl, so strongly affected her with the contrast with those she had been accustomed to receive from all other young gentlemen who were admitted to the house, that her actions soon revealed to the quick eye of the ambitious young mechanic, a condition of heart that he thought he might improve to advantage. And acting on that belief he persevered, and so well profited by his opportunities that within a few days a mutual engagement was formed, and a runaway match concerted and carried into effect. There was, to be sure, a terrible rumour kicked up by the proud Randolphs when it was discovered that one of the family had disgraced them and herself as they esteemed it, by running away with, and marrying a poor mechanic. But finding there was no help for it, and learning upon inquiry, that the young man was as smart as he was bold, they at length reigned the errand daughter with her husband, installed them into the family, and gave them their patrimony.

From this match, sprung, we believe two sons and several daughters, a part of whom, like Thomas Jefferson, the subsequent statesman and president, strikingly inherited the intellectual characteristics of the father, and the other part the quite ordinary and commonplace traits of the mother.

Slander.—If you find a man circulating malicious reports about his neighbor, it may be set down as inviolable rule that any such person is dishonest. Not only dishonest, but, from his infamous disposition, dangerous to all with whom he may be acquainted. He circulates false impressions, and sets people upon an erroneous course of judgment and conduct in respect to others, which may frequently be ruinous to their prosperity. It does the general injury to society, more than to the party slandered, as it destroys confidence. The man who is guilty of circulating malicious reports must necessarily be despicable, and therefore dishonest; he must be abandoned to every principle of moral feeling. In ancient times, when a man was convicted of being a slanderer, he was stoned to death as being a danger and a curse to the whole community. In modern times there is even a better remedy than this—it is to cease all association with such characters. Treat them like lepers, abandon them to their own kind, which is a social death, one by which they serve as an example to others. This rule is observed among all intelligent people, and should be invariably carried out.

Why the Dying Never Weep.—The reason why the dying never weep is because the manufactory of life stop forever; the human system has ceased its functions. In all diseases, the liver is the very first organ that ceases to work—one by one the others follow, and all the fountains of life are dried up; there is no secretion. So the eye of death weeps not; not that the affection is dead in the heart, but because there are no tears in it, any more than there is moisture on the lips.

The Golden Rule.—It is said of an Indian, that whenever he got into a bad place in a swamp, where the ground was too soft for safety, he put up a stake to mark the place. Thus he not only avoided the danger himself, but kept from falling into the same snare. Might not every Christian learn a lesson from this rude son of the forest, not only to guard against his own false steps, but as he prays, "lead us not into temptation," to be careful to remove temptation out of his brother's reach?

Mr. Lincoln's Relations in Virginia.—We learn from the Frederickist Argus: "News" that eleven second cousins of Mrs. Lincoln are members of the Carolina (Va.) Light Dragons. Mrs. Lincoln was a Miss Todd, niece of the late George T. Todd, Esq., of Caroline County, Va.

We know a child that would be a very pretty little girl indeed, but for a male formation.

The Chesapeake Bay—Its Rivers and Important Cities.

After making the entrance to the Chesapeake, Hampton Roads opens to the right, a broad estuary, with a deep channel a mile and a half in width in its narrowest point. Eight miles from the buoy which marks the entrance to the Roads, on the north side of the channel, is Old Point Comfort, on which is Fortress Monroe, whose guns command the channel.

Fortress Monroe. This fortress is the largest and one of the largest and best constructed in the United States. It was built like all the coast forts for defence against approaches of a foe from the sea, and is casemated only on the side facing the channel, having simple wall masonry only to the landward. Against an attacking force from that quarter it will need protecting outworks. Its walls enclose a parade ground of about seventy acres, making it an admirable school for recently recruited regiments. Opposite the fort in the channel, distant about a mile and a third, are the walls of a small fortification commenced by government, not finished, called the Rip Raps. Farther up the Roads, and four miles in a right line across westerly from Fortress Monroe, is Caswell's Point, where the Virginians have attempted to erect batteries. At this point to the South, opens Elizabeth channel, the entrance to Norfolk harbor. Fortifications at Caswell's Point, although too far distant to threaten Fortress Monroe, would effectually guard this entrance. Elizabeth Channel, from its opening into Hampton Roads to the city of Norfolk, is eight miles, direct in its course, very deep, and scarcely a quarter of a mile in width. Craney Isle lies close to the channel, on the west side, about three miles from Norfolk, on which are the remains of an old fort, which the secessionists are rebuilding. Nearer to the city, on the other bank of the channel, is Fort Norfolk, also being improved and mounted with ordnance by the Virginians.

Norfolk and its suburbs. The city of Norfolk, situated upon an almost entirely level site, presents but few natural defences against an attacking force. The city and Portsmouth lying opposite, can be approached from several points. Troops could be landed from the Hampton and Lynn Haven road, within seven miles of the city; the approaches being easy and indefensible. An approach could be made from London bridge, on the south, with an easy march of ten miles.

Norfolk is important for its railroad connections; as the location of a navy yard, whose dry dock and machine shops are proving useful to the Virginians, and as the Chesapeake terminus of the Dismal Swamp Canal through which passes the commerce of Albemarle and Pamlico sounds. Into Hampton Roads empties the James river, affected by the tide one hundred miles from its mouth, at which point the falls and rapids, with a descent of one hundred feet in two miles, effectually blockade further navigation, giving, at the same time an unlimited water power. At this point is situated the city of Richmond, beautifully built on several elevations, the most noted of which are Shockoe and Richmond hills, between which flows Shockoe creek. The city is handsomely built, the streets intersecting at right angles. On Shockoe hill are the capitol and other prominent public buildings, and about them are clustered the aristocratic mansions of the city. Vessels drawing ten feet of water fasten to the wharf at Richmond, and those drawing fifteen feet approach within three miles of the city. Lines of steamers, before the secession difficulties, connected Richmond commercially with New York, Philadelphia, Norfolk and Baltimore. Richmond has been the great depot of Virginia, which its mills have converted into flour.

Railroads from Richmond. Five lines of railroad diverge from Richmond. One line running due north passes Fredericksburg on the Rappahannock, and terminates at Aquia creek, near the Potomac. A line running east terminates at Whitehouse, on the York river. A third line runs due south to Wilmington, North Carolina, having intermediate stations at Petersburg, Va., and Weldon, N. C. The Richmond and Danville railroad extends in a southward direction to the latter town, near the North Carolina boundary line, beyond which it is unfinished. The Virginia Central runs nearly west, being finished as far as Covington, beyond the Blue Ridge. At Gordonsville it forms a junction with the Orange and Alexandria road running northeast, and the Lynchburg road running southwest. This city is thus the military as well as the commercial centre of the State, and a point of great strategic importance.

York River. From the bow at the entrance of Hampton Roads to the lightship at the mouth of York river, the distance is about fifteen miles. From its source at the junction of the Pamunkey and Mattaponi, its debouchment into the Chesapeake, the York river flows forty miles, being an estuary with a heavy sea, varying from two to four miles in width. It is navigable by the largest vessels to Yorktown, and by vessels of secondary draft to its source. A land spit separates the mouth of the York river from Mohawk bay, which inland about fifteen miles, with eighteen feet of water. Into this bay empties the Severn North and Ware rivers, inconsiderable streams, navigable a short distance for vessels of light draft. From the lightship at New Point Comfort to the lightship at the entrance of the Rappahannock, is twenty miles. A space of four miles to the south of the lightship comprises the entrance to the Rappahannock and a small bay and river called the Piankeotank.

The Rappahannock, like the James

river, rises in the mountainous portion of the State. At one hundred miles from its mouth navigation is stopped by falls and rapids. The river below the falls has the character of an estuary, being broad and affected by the tides. At the head of tide-water is the city of Fredericksburg, a great tobacco depot, lying on the line of the Richmond and Potomac Railroad. Twenty-two miles from the lightship, moored at the mouth of the Rappahannock, is the lighthouse at Smith's Point, guiding the entrance to the Potomac.

Seven miles below Washington lies the city of Alexandria, the most important town on the Virginia side of the river. The shores of the Potomac below Washington have but a few slight elevations, and would be difficult to impede navigation by hastily constructed batteries. The width for the same varies from one and a half to five miles.—New York Commercial.

Military Signals—Interesting Experiments.

Major Myer, of the army, some months since announced the discovery by himself of a new system of military signals, which would, in a great measure, revolutionize the management of modern forces. The signals are made by means of a flag attached to a pole, from twelve to sixteen feet long. The different movements which the flag is made to go through represent numbers, which in their turn represent numbers of the alphabet. The letters, of course, are combined into words that lead out the message. By the intervention of the numbers, none but the officer who directs the flagman, and those who have been previously informed of the arrangement of the system, can understand the language of the flag, which flag is moved in three directions, to right, left, and front. This is done by soldiers who are especially drilled for the purpose, and who in the trial managed the bunting with astonishing accuracy.

For night signals, torches are substituted for flags; otherwise, the signals are similar to those made in the day time. All the implements necessary for the service can be embraced in a small packet, can be transported from point to point by a single man, and be put in readiness for use in fifteen minutes. The experiments were made in the neighborhood of Santa Fe, in the latter part of April, and were successful in every instance, although uneven ground was especially selected. The first day signals were exchanged without difficulty; and on the third day, by the aid of a small repeating station, an intelligible military conversation was carried on between Old Fort Marcy and Galveston, which are twenty-five miles apart. In a few days the War Department of the United States will receive an official report of these experiments, when the commanding officers of the different regiments at the seat of war will, doubtless, be initiated into the mysteries of the business.—N. Y. Times.

Distribution of Companies for the Fifteen Regiments from Pennsylvania.

The following is the distribution of companies required from the different counties to fill the fifteen regiments under the new loan bill:

COMPANIES.	COMPANIES.
Philadelphia, 26	Warren, 2
Delaware, 2	Books, 3
Dauphin, 2	Chester, 4
Berks, 3	Lancaster, 4
Blair, 3	Allegheny, 8
Lebanon, 2	Huntingdon, 2
Mifflin, 1	Juniata, 1
Wyoaming, 1	Wayne, 3
Greene, 1	York, 3
Lawrence, 1	Indiana, 2
Luzerne, 4	Lehigh, 1
Susquehanna, 1	Somerset, 1
Tioga, 4	Pike, 3
Mercer, 2	Venango, 1
Potter, 1	McKean, 1
Montgomery, 2	Monroe, 1
Northampton, 1	Montour, 1
Centre, 1	Perry, 2
Elk, 1	Clearfield, 2
Clarion, 2	Jefferson, 1
Clinton, 1	Crawford, 3
Columbia, 1	Eric, 3
Fayette, 2	Franklin, 3

All companies must forward their applications within five days; the states to pay no expenses until the marching orders are received by the companies. No election of regimental officers will be permitted until further orders. The companies are distributed according to the number of troops already in the field from each county, and also in proportion to the population, except a discrimination against the rural districts, in order that sufficient producers shall be left at home for harvest purposes.

Refused to Cheer.—The New York Twelfth Regiment is Democratic, and when the President came near their quarters to see them as they paraded in front of the Capitol, three cheers being proposed for President Lincoln, the men refused to cheer, but proposed and gave, three hearty cheers, such as the trained New York boys know how to give, "with a tiger," for the President of the United States.

The New York 12th is fighting for Union and the government of the Constitution—not for Lincoln and the Chicago platform.

Union Saver.—The New York Tribune has been sneering and abusing Democrats and conservative men for years for trying to preserve the Union. Now, it has set up in the same line of business. But how differently! We never undertook to save it by shot and shell. That was left to the humane members of the Peace Society! Wayne County Herald.

PENNSYLVANIA VOLUNTEERS.—Nineteen thousand Encamped, and in Service.—There are at Camp Curtin now twenty-one full companies, but they are not organized into regiments. As fast as organized, the regiments from Pennsylvania have been ordered to West Chester, York, Chambersburg and Washington, and at this time the number of troops encamped at Camp Wayne is two thousand, at York three thousand, at Chambersburg three thousand, at Harrisburg two thousand, at five thousand in Washington, Perryville, and along the line of the Northern Central Railroad, guarding the bridges.

Additional camps along the border—at Bedford, Bedford county, and Uniontown, Fayette county—have been ordered, where the volunteers will be instructed in their military duties, and at the same time repel the enemy, should they be so foolhardy as to invade the soil of Pennsylvania. Those proposed at Easton and Erie have been abandoned, as being too far from the scene of action to answer the purpose. Before troops could march from Erie or Easton, the Confederates could devastate the whole border and retreat into their own country.

THE BLOCKADE FLEET.—This fleet presents the unprecedented spectacle of six American flag ships, with full-rank Commanders attached, all in one squadron. The Colorado will fly the wide flag of Flag officer Mervine; the Washah that of Samuel Mercer; the Cumberland, that of G. J. Pendegast; the Sabine that of H. A. Adams; the R. R. Cayler, (chartered), that of F. B. Ellison; the Mississippi, that of F. O. Selridge; and the Minnesota, "the flag ship of them all," that of Commodore Stringham, of New York. The Powhatan will soon have a flag officer appointed to her, and the Roanoke also.

The first United States man-of-war ever commissioned with exclusively Northern officers had her ensign hoisted yesterday at Boston. She is the steam-frigate Mississippi, late of the China fleet, a vessel 1,602 tons burden, carrying 11 guns and 340 men. Commodore Mervine, of New York, late commander-in-chief of our forces on the Pacific station, has his head headquarters on the Mississippi, which will for a short time take the position of chief ship of the Gulf department of the blockade. The Colorado will relieve her in about two weeks.—N. Y. Times of May 22.

THE RE-ENLISTMENT.—The Pittsburgh Dispatch very truly says, that "silly expressions, we learn, have been made by persons who have not offered their services at all, either as officers or privates, in regard to the positive refusal of some of the men who promptly enlisted for three months to extend the term for three years. Such nonsense and impertinence has been uttered by some of these self-preserving individuals, as that all who refuse to extend the time should be forever stigmatized by the community. That is a nice sort of moral coercion, to do what might be a ruinous sacrifice to some of the bravest men, and who surely ought to have a most honorable welcome, instead of threatened stigma, if their dearest interests, or those of their families, as in many cases, would render it almost needless for them to re-enlist for the longer term, when hundreds of men not trammelled in any way would gladly fill their places."—No! let every brave fellow feel that he can most honorably choose in the case.—We know those who, had thus enlisted for three months, would probably take occasion to make an issue on the stigma question—see whether they have not the moral courage to deceive and defy those who talk thus.

THE GREAT AGE OF A HORSE.—Wilkes' Sports of the Times gives an account of a small black Galloway, eleven hands high, which attained to the greatest age of any horse on record. He was a resident of a small village near Haddington, in Scotland. He was foaled in 1720, and at the time of his death he was 65 years, a few weeks before his death he trotted for several hours at the rate of seven or eight miles an hour, and fed well on his hay and oats to the last.

Fun is the most conservative element of society, and ought to be cherished and encouraged by all lawful means. People never plot mischief when they are merry. Laughter is an enemy to malice, foe to scandal, and a friend to every virtue. It promotes a good temper and enlivens the heart.

"ARTIFICIAL CRISIS."—The importation of dry goods into New York for the last four months, amounts to only fifteen millions, against thirty six millions during the same months last year.

"Nobody hurt—nothing going wrong" only an artificial crisis.—Lincoln.

A wag said: "I loved my wife at first. For the first two months I felt as if I could eat her up; ever since, I have been sorry I didn't."

"Don't get above your business," as a lady said to the shoemaker who was measuring her ankle in order to ascertain the size of her foot.

The greatest organ in the world, some bachelor says, is the organ of speech in a woman—it is the organ without stops.

The health of Henry A. Wise, of Virginia, is reported by the Richmond papers to be very precarious.

The State Department grants no passports to citizens of seceded States, unless they have sufficient proofs of their loyalty.

NATHAN SARGENT, Esq., of Washington City, has been appointed commissioner of customs.