THE
"CLEARFIELD REPUBLICAN,"
PUBLISHED EVERY WEDNESDAY, BY
GOODLANDER & LEE,
CLEARFIELD, PA.

ESTABLISHED IN 1827.

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G. R. GOODLANDER,
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Publishers.

# CLEARFIELD REPUBLICAN.

GEO. B. GOODLANDER, Proprietor. • PRINCIPLES, NOT MEN. TERMS—$2 per annum in Advance.

VOL. 52—WHOLE NO. 2,578. CLEARFIELD, PA., WEDNESDAY, JULY 3, 1878. NEW SERIES—VOL. 19, NO. 26.

Cards.

H. W. SMITH,
ATTORNEY-AT-LAW,
Clearfield, Pa.

J. J. LINGLE,
ATTORNEY-AT-LAW,
Philipsburg, Centre Co., Pa.

G. R. & W. BARRET
ATTORNEYS AND COUNSELORS AT LAW,
CLEARFIELD, PA.
January 30, 1878.

ISRAEL TEST,
ATTORNEY AT LAW,
Clearfield, Pa.
Office in the Court House.

WM. M. McCULLOUGH,
ATTORNEY AT LAW,
CLEARFIELD, PA.
Office in Masonic building, Second street, opposite the Court House.

W. C. ARNOLD,
LAW & COLLECTION OFFICE,
CURWENSVILLE,
Clearfield County, Penn'a.

S. T. BROCKBANK,
ATTORNEY AT LAW,
CLEARFIELD, PA.
Office in Opera House.

JAMES MITCHELL,
DEALER IN
Square Timber & Timber Lands,
CLEARFIELD, PA.

S. V. WILSON,
ATTORNEY AT LAW.
Office one door east of Western Hotel building, opposite Court House.
CLEARFIELD, PA.

FRANK FIELDING,
ATTORNEY-AT-LAW,
Clearfield, Pa.
Will attend to all business entrusted to him promptly and faithfully.

J. F. SNYDER,
ATTORNEY AT LAW,
CLEARFIELD, PA.
Office in Pie's Opera House.

WALLACE & KREBS,
(Successors to Wallace & Fielding,)
ATTORNEYS-AT-LAW,
Clearfield, Pa.

MURRAY & GORDON,
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Office in Pie's Opera House, second floor.

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ATTORNEYS-AT-LAW,
Clearfield, Pa.
Legal business attended to promptly with fidelity. Office on Second street, above the First National Bank.

A. G. KRAMER,
ATTORNEY-AT-LAW,
Real Estate and Collection Agent,
CLEARFIELD, PA.,
Will promptly attend to all legal business entrusted to his care.
Office in Pie's Opera House.

JOHN L. CUTTLE,
ATTORNEY AT LAW.
and Real Estate Agent, Clearfield, Pa.
Office on Third street, bet. Cherry & Walnut.
Respectfully offers his services in selling and buying lands in Clearfield and adjoining counties; and with an experience of over twenty years as a surveyor, flatters himself that he can render satisfaction.

DR. W. A. MEANS,
PHYSICIAN & SURGEON,
LUTHERSBURG, PA.
Will attend professional calls promptly.

DR. T. J. BOYER,
PHYSICIAN AND SURGEON,
Office on Market Street, Clearfield, Pa.
Office hours: 8 to 12 a. m., and 1 to 3 p. m.

DR. E. M. SCHEURER,
HOMŒOPATHIC PHYSICIAN,
Office in residence on First st.
April 24, 1872. Clearfield, Pa.

DR. H. B. VAN VALZAH,
CLEARFIELD, PENN'A.
OFFICE IN MASONIC BUILDING.
Office hours—From 12 to 2 P. M.
May 12, 1875.

DR. J. P. BURCHFIELD,
Late Surgeon of the 53d Regiment, Pennsylvania Volunteers, having returned from the Army, offers his professional services to the citizens of Clearfield county.
Professional calls promptly attended to. Office on Second street, formerly occupied by Dr. Woods.

WILLIAM M. HENRY, JUSTICE OF THE PEACE AND SCRIVENER, LUMBER CITY. Collections made and money promptly paid over. Articles of agreement and deeds of conveyance neatly executed and warranted correct or no charge.

HARRY SNYDER,
BARBER AND HAIRDRESSER.
Shop on Market St., opposite Court House.
A clean towel for every customer.
Also manufacturer of
All Kinds of Articles in Human Hair.
Clearfield, Pa. may 19, '75.

JOHN A. STADLER,
BAKER, Market St., Clearfield, Pa.
Fresh Bread, Rusk, Rolls, Pies and Cakes on hand or made to order. A general assortment of Confectionaries, Fruits and Nuts in stock.—Ice Cream and Oysters in season. Saloon nearly opposite the Postoffice. Prices moderate.
March 19-'75.

Clearfield Nursery.
ENCOURAGE HOME INDUSTRY.
THE undersigned, having established a Nursery on the Pike, about half way between Clearfield and Curwensville, is prepared to furnish all kinds of FRUIT TREES, (standard and dwarf,) Evergreens, Shrubbery, Grape Vines, Gooseberry, Lawton Blackberry, Strawberry, and Raspberry Vines. Also, Siberian Crab Trees, Quince, and early scarlet Rhubarb, &c. Orders promptly attended to. Address,
J. D. WRIGHT,
Curwensville, Pa.

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JOB PRINTING OF EVERY DESCRIPTION neatly executed at this office.

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(SUCCESSOR TO P. S.)
JUSTICE OF THE PEACE
FOR BELL TOWNSHIP.
May 8, 1878-1y*

JOHN D. THOMPSON,
Justice of the Peace and Scrivener,
Curwensville, Pa.
Collections made and money promptly paid over.

RICHARD HUGHES,
JUSTICE OF THE PEACE
—FOR—
Decatur Township,
Osceola Mills P. O.
All official business entrusted to him will be promptly attended to.

THOMAS H. FORCEE,
DEALER IN
GENERAL MERCHANDISE,
GRAHAMTON, Pa.
Also, extensive manufacturer and dealer in Square Timber and Sawed Lumber of all kinds.
Orders solicited and all bills promptly filled.

WARREN THORN,
BOOT AND SHOE MAKER,
Market St., Clearfield, Pa.
In the shop lately occupied by Frank Short, one door west of Allegheny House.

REUBEN HACKMAN,
House and Sign Painter and Paper Hanger,
Clearfield, Penn'a.
Will execute jobs in his line promptly and in a workmanlike manner.

G. H. HALL,
PRACTICAL PUMP MAKER,
NEAR CLEARFIELD, PENN'A.
Pumps always on hand and made to order on short notice. Pipes bored on reasonable terms. All work warranted to render satisfaction, and delivered if desired.

E. A. BIGLER & CO.,
DEALERS IN
SQUARE TIMBER,
and manufacturers of
ALL KINDS OF SAWED LUMBER,
CLEARFIELD, PENN'A.

JAS. B. GRAHAM,
dealer in
Real Estate, Square Timber, Boards,
SHINGLES, LATH, & PICKETS,
Clearfield, Pa.

WEAVER & BETTS,
DEALERS IN
Real Estate, Square Timber, Saw Logs,
AND LUMBER OF ALL KINDS.
Office on Second street, in rear of store room of George Weaver & Co.

J. BLAKE WALTERS,
REAL ESTATE BROKER,
AND DEALER IN
Saw Logs and Lumber,
CLEARFIELD, PA.
Office in Graham's Row.

S. I. SNYDER,
PRACTICAL WATCHMAKER
AND DEALER IN
Watches, Clocks and Jewelry,
Graham's Row, Market Street,
CLEARFIELD, PA.
All kinds of repairing in my line promptly attended to.

New Marble Yard.
The undersigned would inform the public that he has opened a new Marble Yard on Third street, opposite the Lutheran Church, where he will keep constantly on hand a stock of various kinds of marble. All kinds of
TOMBSTONES, MONUMENTS,
Posts for Cemetery Lots,
and all other work in his line will be promptly executed in a neat and workmanlike manner, at reasonable rates.
He guarantees satisfactory work and low prices. Give him a call.
J. FLAHARTY.
Clearfield, Pa., March 27, 1878-tf.

ANDREW HARWICK,
Market Street, Clearfield, Pa.,
MANUFACTURER AND DEALER IN
HARNESS, SADDLES, BRIDLES, COLLARS,
and all kinds of
HORSE FURNISHING GOODS.
A full stock of Saddlers' Hardware, Brushes, Combs, Blankets, Robes, etc., always on hand and for sale at the lowest cash prices. All kinds of repairing promptly attended to.
All kinds of hides taken in exchange for harness and repairing. All kinds of harness leather kept on hand, and for sale at a small profit.
Clearfield, Jan. 19, 1876.

E. WARING'S
LAW BLANKS
For sale at the Clearfield REPUBLICAN office.
The most Complete Series of Law Blanks published.
These Blanks are gotten up in superior style, are of uniform size, and furnished at very low figures for cash.
Call at the REPUBLICAN office and examine them. Orders by mail promptly filled.
Address, GOODLANDER & LEE,
July 25, 1877-tf. Clearfield Pa.

WEST BRANCH
INSURANCE AGENCY.
PENTZ & BROCKBANK, Agents.
(Successors to Murray & Gordon.)
The following first class companies represented:
North British & Mercantile Fire Ins. Co., of England.....$23,000,000
Scottish Commercial Fire Ins. Co., of England.....$10,000,000
North American, of Philadelphia..... 4,700,000
Fire Association, of Philadelphia..... 3,100,000
Watertown Fire, New York, insures farm property only..... 700,000
Mobile Fire Department Ins. Co..... 275,000
Persons in the country wanting insurance, can have it promptly attended to by addressing us in person or by letter. Lowest possible rates in first-class companies. No assessments. Office in Pie's Opera House.
ANDREW PENTZ, Jr.,
S. T. BROCKBANK,
Clearfield, May 1, 1878-1y. Agents.

JOHN TROUTMAN,
DEALER IN
FURNITURE,
MATTRESSES,
AND
Improved Spring Beds,
MARKET STREET, NEAR P. O.
The undersigned begs leave to inform the citizens of Clearfield, and the public generally, that he has on hand a fine assortment of Furniture, such as Walnut, Chestnut and Painted Chamber Suites, Parlor Suites, Reclining and Extension Chairs, Ladies' and Gents' Easy Chairs, the Perforated Dining and Parlor Chairs, Cane Seats and Window Chairs, Clothes Bars, Step and Extension Ladders, Hat Racks, Scrubbing Brushes, &c
MOULDING AND PICTURE FRAMES,
looking Glasses, Chromos, &c., which would suitable for Holiday presents.
JOHN TROUTMAN.

## THE OLD PORTAGE ROAD.

A TALK WITH THREE PITTSBURGERS WHO WORKED ON THE FIRST RAILWAY THAT CROSSED THE ALLEGHENY MOUNTAINS.

In this city, and in the employ of the P. R. R. company, are three old railroaders who were railroaders long before the festive sound of the locomotive whistle was heard in these parts, and the ideas of any such cheerful diversion as a railroad strike or riot had not occurred. These men are John R. Black, the day watchman at the round house; Wm. S. McCoy, engineer at the machine shop at Twenty-eighth street, and Henry Cassiday, one of the oldest locomotive engineers on the road. These men all began railroading on the old Portage road, over the Allegheny mountains, a work of which there are but few traces left after the existence almost as brief as the work was wonderful. The road, however, has taken its place in the history of the State, where its stupendous details will be narrated after those in whose memory it is still fresh, have taken passage with chairs.

In an interview with the gentleman named, the following recollections of the old road were obtained: The idea of the road was first laid before the Legislature on March 14, 1827, and very soon after the scheme was placed in the hands of Sylvester Welsch, an able engineer, who pushed the work so steadily and rapidly that in the spring of 1834 it was turned over to the State as completed. The work contemplated connecting the canals, which were built from Columbia to Hollidaysburg, on the eastern side of the mountain, and from Johnstown to Pittsburg, on the western side, overcoming the hitherto insurmountable barrier to through transportation to the west other than wagons. The feat was accomplished in the construction of ten inclined planes, which occurred in a road less than forty miles in length, and overcame a height of 2,570 feet, 1,398 being on the eastern and 1,172 feet on the western side of the mountain. These inclines were operated very much on the plan which the numerous incline plane companies about this city have followed, the chief difference being the magnificent scale upon which they were required to be built, the engines stationed at the top of the dizzy incline being perfect monsters in their way. The mountain was crossed at what was known as Blair's gap summit, the descent being made along the mountain branch of the Conemaugh. The shortest of the ten planes was 1,585 feet in length and 130 feet of a direct rise, the longest was 3,100 feet in length and 307 feet high. At the staple bend of the Conemaugh river a tunnel of 870 feet in length was pushed through the mountain, and over the Horseshoe bend a viaduct was built in the shape of a semi-circular arch, of eighty feet span, which alone cost $54,562. There are several other viaducts of less importance, beside a number of culverts, all built of the most substantial masonry, and the iron rails were of the very best quality. On the leves at the different elevations the cars were hauled upon the track and then attached to locomotives, if the run was a long one, or if short, were hauled by horses, as the case might be, to the next plane, where they were again hoisted by the stationary engine to the next level.

The original design of the road was to run the canals on either side of the mountain to points as near each other as possible. A separation of about four miles of sturdy mountain being thought to be about as near as could be reached, and then to tunnel through. This, however, was abandoned. The work as finished, a road of less than forty-five miles in length, cost $1,500,000.

Upon the completion of the road, the canal boats landed on one side at Johnstown and on the other at Hollidaysburg; the load of merchandise they bore was transferred to the cars, carried over the mountain, reloaded on the boats at the other side and sent on their way.

In October of 1834 one Jesse Chrisman came out of the Lackawanna country to make a venture in the far west. He had his mind and heart set on Illinois. He gathered all that he possessed of this world's goods, and with his wife and children and some domestic animals, placed them on his boat, which he named "Hit or Miss," and embarked toward the new country. His intention was to sell the boat at Hollidaysburg, but upon his arrival there the enterprising agent of the reliance transportation line noted the snug arrangement and conceived the idea of shipping it entire over the mountain. He arranged a car specially, had the boat placed on the wheels the same day, and it began the ascent toward the top of the mountain, where it arrived at noon. "Like Noah's ark on Ararat" it rested there during the night and made the descent the following morning, and was quietly landed in waters directly connected with the Mississippi, all without disturbing the cooking and sleeping arrangements of the family.

The trip was conducted by Major C. Williams, and was the first boat that was ever transported over the mountains. Both Mr. Black and Mr. Cassiday have a perfect recollection of the circumstance, the former being located at the summit at the time, and saw and examined the apparatus. It was the success of this trip that suggested the idea to Mr. Dougherty, that he subsequently carried out so satisfactorily: that of building the canal boats in sections and transporting them over the mountains entire, thus saving the time and trouble of loading and reloading the cargoes. The trucks were gotten up on an original plan of Mr. Dougherty's. The track was run down into the water, the truck was run under the boat, which was previously divided into sections, and one section hoisted out of the water, followed by the others in the same way, they were carried over the mountain, connected on the other side and restored to its natural element. Mr. Dougherty, the projector of this scheme, which was in successful operation for a number of years, is still living at Mt. Union.

This magnificent work had hardly been in operation ten years before a project was put on foot for relocating the whole road and dispensing entirely with stationary engines. This was carried forward, but had hardly been completed when a proposition to purchase the road was made by the Pennsylvania Railroad Company, which also had a line through at the time. The proposition was accepted, and both the old and new Portage roads were subsequently abandoned.

The first engine placed on the Portage road was built in Boston and named after that city. Two others were afterwards built upon the same model by Messrs. McClurg & Wade, of this city. The engine was run on the fourteen-mile level between planes one and two.

As a witness to the broad ideas of the early days in regard to quick transit it is stated that a bill was presented to Governor Joe Ritner for his signature; the bill providing for two engines to be placed on one of the long grades. Instead of signing the Governor vetoed it on the ground that their establishment would take away the farmers' market for horses, which were sold in large numbers for the purpose of hauling the cars.

At a meeting of railroad men a short time after this, a toast was drank to Haymaker and Ritner's bulls, which are both opposed to locomotives. The Haymaker portion referred to a noted bull owned by that gentleman, which had attacked the innovation on its native heath.

What would have been a curious railroad relic, had it been preserved, is described by Mr. McCoy. It was a small engine with very little of the accompanying paraphernalia of the modern species, having wooden wheels and one of them arranged so as to be loosened with a key, such proceeding being thought necessary in order to make turns, the wrinkle of bending the rail not having been learned at that day, and the bends being made in short lengths of rail. This engine was afterward broken up and the wheels purchased by one John Knowl, who turned off the flanges, and were seen for years in the mountains employed in hauling logs.

Mr. McCow was employed on the old road first as a teamster, and subsequently as engineer. Mr. Cassiday had charge of the stationary engine at the head of a plane, and during the last summer of the road's existence he ran a locomotive. The stopping of the road caused a considerable revolution all along the line. Many towns which had sprung up at different places were soon silent and deserted. Many of the employes who had bought places and located suddenly found their property valueless and were constrained to desert it. Among this number were Messrs. Black and McCoy.

Two reunions have been held of the employes of the old Portage road at "the Summit." At one held on October 1, 1857, Mr. Black was present and delivered an original poem, sketching the life of the old road. At one held since, Mr. John Dougherty attended, and addressed the people on the great but decayed work.

## THE EIGHTH WHITE HOUSE WEDDING.

The New York *World's* Washington correspondent thus tells of the White House wedding on Wednesday night:

The marriage of the President's niece and General Russell Hastings took place this evening at the White House. The invited guests were only some sixty in number, nearly all of them being persons nearly related by ties of blood or friendship to the bride or groom. The President and Mrs. Hayes invited very few of their own personal friends or relatives. The members of the cabinet and their families are considered to a certain extent members of the President's family and were asked; also the Vice President General Sherman and Senator Matthews and their families were included, as well as a few friends from Ohio residing here, among them the Chief Justice and Judge Swayne, both of whom are absent from the city, and Representative and Mrs. McKinley, Senator Matthews and family and General Sherman are at Princeton, so they were not at the wedding, nor was the Vice President, who is out of town but there was a full representation of the Cabinet with ladies. The invitations were engraved on smooth white note paper in this form:

The President and Mrs. Hayes
requests your presence
at the marriage of their niece,
Emily Platt,
to
Russell Hastings,
Wednesday evening, June 19, 1878,
at 7 o'clock.
Executive Mansion, Washington, D. C.

Although it was not dusk when the marriage took place the house was brilliantly lighted. The broad hall adjoining the suite of parlors was adorned with plants and shrubs in tubs; in all the parlors were blooming plants in pots and vases. The blue parlor, in which the ceremony was performed, was decorated with cut flowers, as well as plants in full blossom. On the further side of the room are three windows and a horizontal bar of colored blossoms stretched across between the cornices of the two outer ones, and from it a huge marriage bell of white flowers hung, just in front of the centre window. On either side hung in festoons a wreath of green and in each loop was a ring of white flowers—in one the initials "E. P.," those of the bride; in the other "R. H.," those of the groom. Beneath each of the gas brackets on the wall was a wreath of roses and pansies; the chandelier and the two mirrors were wreathed with smilax.

The guests were shown into the blue parlor. Bishop Jagger, of Southern Ohio, stood ready to read the service of the Episcopal church. The Marine band began the "Wedding March" by Mendelssohn as the bridal party entered and went to the south side of the room, where the bride and groom took their positions under the marriag bell, facing the company. There were no brides maids or groomsmen.

The bride, whose modesty is one of her most striking characteristics, was literally "a blushing maiden" as she approached with her father. They were preceded by the President and his niece, Mrs. Mitchell, the bride's sister, and Mrs. Hayes and the groom. The bride wore an old fashioned heavy brocade, but of a modern creamy tint of white, made in a Princesse robe falling in a long graceful train at the back. The border was a box-plaiting of plain silk, edged at the top with a wreath of orange blossoms and leaves. Sprays of a like kind were arranged lengthwise on the sides of the skirt, and the front was ornamented with loops of satin-faced ribbon, and at the bottom were two plaited ruffles of plain silk. The waist, cut square in front, had tulle covering the neck, fastened on the bosom with a bouquet of orange blossoms, and caught in spaces around the neck with single flowers. The sleeves ended just below the elbow in ruffles of plain silk and were met by long white gloves. A short veil of tulle covered the face and a long full one of the same material fell to the floor at the back; both were fastened to the head with a wreath of orange blossoms. There was no lace anywhere about the dress. This robe, as well as the bridal outfit, was made in New York.

Mrs. Hayes's robe rivalled that of the bride in elegancy. It was of rich, soft silk, color of Alderney cream, and was draped with a damasse gauze made of chenille, the same hue as the silk. The dress was cut Princesse shape, and the waist slightly open in front, but with the neck covered with folds of tulle. Pearls in a lace pattern formed the border of the neck. The sleeves fell below the elbow, and very long gloves were worn.

The bride's sister, Mrs. Mitchell, who entered with the President, wore a charming robe of the palest blue satin, with which was mingled the same shade of damasse. The draperies were fastened with bouquets of tea roses. On either side of the skirt were bands of blue, embroidered in pale straw color and edged with blue fringe.

There were many children present, among them being the bride's three step-sisters and her neices and nephews, the children of Mrs. Mitchell and Mrs. Fullerton, her sisters, whose husbands also attended.

Mr. Webb Hayes and his two brothers and Major Platt, now of New York, the bride's brother, Fannie and Scott Hayes, the President's children, were present, of course. All the little ones were very beautifully as well as suitably dressed.

Secretary Thompson was accompanied by his wife and two daughters. Mrs. Thompson wore a very rich cream colored silk, handsomely made and trimmed, and her sister an equally becoming robe of pale blue silk.

Secretary Evarts came with his daughters, who were, of course in mourning.

Mrs. Key was with her husband, the Postmaster General, and wore a becoming pearl-colored silk, trimmed with white lace.

Secretary and Mrs. Sherman, Secretary Schurz and daughters, Secretary and Mrs. McCray and Attorney General Devens were all present. The ladies named were handsomely dressed. Mrs. McKinley wore a very elegant white satin toilet.

The family dining-room in which the supper was spread, had plants and flowers tastefully arranged about it, and the table was embellished with baskets of hot house grapes and of flowers, interspersed with dishes of bonbons and pyramids of ices. Bride's-cakes stood at each end of the table, on each of which were the initials of the bride and groom. There was no wine, but lemonade, tea and coffee were supplied as beverages, and a goblet of water stood at each plate.

The party broke up early, for the bride and groom left on the evening train north, and the President went to the Capitol to sign bills.

This was the eighth marriage which had been celebrated in the White House, excluding, of course, wedding receptions after the ceremonies had been performed elsewhere. The first was the marriage in 1811 of Miss Todd, of Philadelphia, relative of Mrs. Madison, to Mr. Edward B. Jackson, a representative in Congress from Virginia, and a great uncle of "Stonewall" Jackson. This wedding took place in the east room, where, as a curious local tradition affirms, Mrs. Madison, elegant woman of the world as she is said to have been, used to have Presidential washings hung up to dry. In March, 1820, James Monroe's daughter, Maria, was married to Mr. Samuel L. Gouverneur, of New York, at one time Postmaster, her first cousin on the side of her mother, who was a daughter of Mr. Lawrence Kortwright. This was a very handsome wedding, though but few guests were invited. In those days no one was presented at the White House except upon an invitation from some one already on the visitors' list. This was a necessary limitation, for the President's wife returned calls down to the time of Monroe. Mrs. Seaton, of Washington, in a letter of March 28, 1829, writes that "the New York style was adopted at Maria Monroe's wedding," only the attendant, relations and a few old friends being invited. After the ceremony the bridesmaids were dismissed till a week later, when the bride received company at the White House, on which occasion her mother, mistress of the mansion, "mingled with the other citizens." The Decatur's gave the bride the first ball of congratulation. Two mornings afterwards Commodore Decatur went out to his fatal duel with Barron. "The bridal festivities," wrote Mrs. Seaton, "have received a check which will prevent any further attentions to the President's family in the murder of Decatur." Invitations already sent out by the famous "Essex" Porter, Admiral Porter's father, and by Mr. Van Ness, an uncle of the late Mrs. Jude Roosevelt, had to be countermanded. Mr. Samuel Gouverneur, a child of this marriage, now of Washington and at one time a United States counsal in China, was born in the White House. The next couple wedded in the White House were cousins of John Quincy Adams's son and Secretary, John Adams, an elder brother of Charles Francis Adams, espousing Mrs. Adams's niece, Miss Johnson, who, after having long survived him as his widow, died during a visit to the North from Washington in 1872. A very distinguished company was present, among the groomsmen being Mr. Columbus Monroe and Gen. Ramsey, late chief of ordnance, while Miss Monroe and Miss Ramsey—the later since then the widow of Colonel Turnbull—acted as bridesmaids. The wedding took place in the blue room, in the evening. Dr. Hawley, then rector of St. John's church in Washington, where the Adamses, though Unitarians, worshipped when in Washington, probably officiated. For a week after grand dinners were given at the White House, concerning which old Washingtonians remember not only that the display of fine china, Dutch, Oriental and French, and of silver and of gold plate was something wonderful, but also that President Adams, usually so austere and reserved in his bearing, relaxed and became the liveliest talker at table. After the ladies had withdrawn the President fairly delighted the young men with his reminiscences of travel. Country etiquette rather than "republican simplicity" was the rule at the White House in those days. President Adams drove in his coach and four and was usually met by a procession on his return to the Capital. Awful therefore was the scandal when the bridegroom of 1826 was actually slapped in the face by a printer for the Senate, while at the Capitol on business for his father. The President writes in his diary that he feared nothing would be done "by this Congress" to prevent the repetition of such an insult, and that it might be necessary "to go there armed." Further scandal, also of a highly old world flavor, because about this time two foreign ministers crossed the dress swords which they wore in the very lobby of the White House upon a question of precedence, recalling thus in a mild mimic way the battle-royal between the ambassadors of France and Spain at London in Elizabeth's day. Not very long before this time, too, President Monroe and his Secretary of Treasury, Crawford, had quarrelled in the Prtsident's office, bandying such epithets as "You d——d old scoundrel!" and threatening to resort, the President to the tongs, and the Secretary to a cane. Crawford and Monroe never met again, the Secretary afterwards sending all his communications to his chief through Mr. Asbury Dickens, then a treasury clerk and afterwards for nearly thirty years Secretary of the Senate.

Under Jackson two weddings took place at the White House, the precise dates of which, oddly enough, no one can now fix. The bride in the first instance was Mary Lewis, the daughter of an intimate friend and companion-in-arms of Jackson. Major William B. Lewis, and the groom, M. Alphonse Joseph Yver Pageot, a native of Martinique, Secretary of Legation at Washington from France in 1836 and again in 1140, and minister in 1842 to 1848. Louis Philippe appointed him, the gossips said, that he might look after his wife's property in Tennessee. Mme. Pageot is still fondly remembered here. She died at Montpelier, in France, about fifteen years ago. Jackson gave the lovely bride away. He was always emphatic and impressive on such occasions, as witness the way in which, when he and Van Buren were standing sponsors for Mrs. Donelson's baby, he replied: "I do sir, I do; I renounce them all." The other marriage was that of Miss Easten, of Tennessee, Gen. Jackson's nicce, to Mr. Polk, of the same State, a kinsman of President Polk. The lady was to have married Lieutenant Bolton Finch, of the navy, an Englishman by birth, who in 1833 had his name changed by Congress to Bolton, and died in 1849 as Commodore William Compton Bolton. He was one of the beaus of the time, of whom one story runs that he was an heir to a large estate in England. Captain Finch had been engaged to marry several women before Miss Easten accepted him. The day was fixed and the guests were invited, when suddenly Miss Easten dropped and married Mr. Polk who had posted from Tennessee with his coach and four in the stateliest Southern style to make a last appeal. Tradition lays the change to Gen. Jackson's advice. "Take care, my dear; with love marriage is heaven, without it hell." Captain Bolton consoled himself with Miss Lynch, of New York, a daughter of the well-known Dominick Lynch, and a sister of Mrs. Admiral Wilkes and of Mrs. Julius Pringle. Andrew Jackson, jr., the President's adopted son, married Miss Yorke, daughter of Peter York, of Philadelphia, at her father's home, though the wedding reception took place at the White House. On January 31, 1842, in the east room, President Tyler's daughter Elizabeth was married to Mr. William Wallar, of Williamsburg, Va. It was a grand wedding and, Mrs. Robert Tyler wrote, "Lizzie looked supprisingly lovely in her wedding dress and long blond lace vale, her face literally covered with blushes and dimples." Mrs. Tyler died in the September following, and June 26, 1844, President Tyler went on to New York, ostensibly to discipline a defaulting Connecticut Postmaster, and was married at the church of the Ascension to Miss Julia Gardiner, of Gardiner's island, whose father was killed by the explosion on the Princeton, with Secretary Upshur and others in 1844. President Tyler was a grandfather, the bride a beauty of twenty. "Think what a beauty she'll be in her prime," said the President to Samba, his valet and sole confidente. "Yes, Massa John but you disremember where you'll be den." Colhoun took the bride to appear at the reception and cut the wedding cake. May 21, 1874, occurred the marriage of Algernon Charles Frederick Sartoris, of England, a nephew of Miss Fanny Kemble, to Miss Nellie Grant in the East room, where subsequently Lieutenant-Colonel Fred. Grant and his wife, Miss Ida Honore, of Chicago, received their friends, and where on the 31st of December last Mr. and Mrs. Hayes celebrated their silver wedding.

## DIED ON THE TRACK.

GRAPHIC DESCRIPTION OF THE RACING COLT—M'WHIRTER'S DEATH.

The St. Louis *Republican* thus describes the death of General Buford's great colt McWhirter, on the 19th ult.:

The saddest and most heart-rending scene ever witnessed on any race-track in the world happened on the 19th day of June last, when McWhirter's forelegs broke down in the back-stretch while the third mile was being run. McWhirter, Mahlstick, Red Bluff and Joe Rodes were the starters in the race, the former two soon taking the lead and keeping even neck and neck until after the three-quarter pole had been passed in the second mile. About midway between the three-quarter and eighth-mile posts McWhirter stumbled. Old horsemen standing near that part of the track knew immediately that the horse's career on the race-course was ended forever, for it was only too evident that his foreleg had broken down. Mr. George Cadwallader shouted to the rider to stop the horse, but with a persistence unexplainable he kept ahead, pushing McWhirter to his utmost speed, as was perfectly evident to all. By the time the first quarter in the third mile had been reached, McWhirter had dropped behind Mahlstick a length and a-half, when just entering on the back stretch he stumbled again, and before the half-mile post was reached Joe Rodes had passed him and Red Bluff was pretty close behind. Just about at the second turn Red Bluff was seen to pass McWhirter and at the same time ran against him, throwing him down and sending the jockey into the dirt. A little further on Red Bluff stumbled and fell down. As soon as Mahlstick and Joe Rodes had passed the Judges' stand, a great rush was made for that part of the track where McWhirter fell. A most sickening sight met the eyes of the crowd as it gathered around McWhirter, who by this time was on his legs again, but only on two feet. The poor horse was hobbling around on the stumps of his forelegs, the limbs having become unjointed at the pastern-joint, and the hoofs were hanging loose, joined to the leg by only a small portion of the skin. The jockey, Link, stood near the head of his horse, crying and saying that "they musn't blame him for it; he didn't know the horse's legs was that way." It was decided immediately that the horse must be shot, Officer Keeble, of the Fifth District was detailed to do the unpleasant job. When the officer pulled out his revolver and placed its muzzle against McWhirter's head, the poor dumb brute did not even wink; and when the shot was fired he only jumped a little with his forelegs, and the second shot did not affect him much more. Neither of these shots was placed where it should have been. But the third shot, near to the left eye, was evidently more painful than the first shots, and made the horse jump, and he finally started across the track, hobbling on the bare bones of his forelegs. It was then that the spectators turned away sickened from the horrible sight, and quite a number cried out to the officer "to end his miserable job without any more blundering;" and he did, shooting the racer for the fourth time in the forehead. The horse reared on his hind legs and then fell down, but not dead by any means. He laid on the ground kicking for several minutes, and when hauled away a few moments afterward was still alive. As soon as he was down a number of jockeys and stable-boys gathered around with pocket-knives in their hands, and began to cut off little bunches of his mane and tail for mementoes, but the officer did not allow them to make very many hauls of the long chestnut hair. The celebrated racer rests under an elm-tree on the southeast corner of the grounds, near the track, where, in after years, they said, he could hear other racers speeding over the track which was his death-bed.

From all that can be learned of the unfortunate affair, it seems that McWhirter's right foreleg broke down when he stumbled the first time, and the other leg when he stumbled the second time. He ran nearly a quarter of a mile after the second leg broke down before the bones broke through the skin, and then he ran about a quarter on the bare bones before Red Bluff ran against him. Such a spirit of gameness could only be exhibited by a thoroughbred horse, and not many of them would do the same thing.

Some time last fall one of McWhirter's forelegs became weakened in some of the fall races, and since that time everything possible has been done to give strength to the affected limb, and it is thought by too much attention being given to the one leg the weakness in the other limb was not noticed. Although the colt did not exhibit any signs of lameness, it was known to those familiar with him that his career on the race course would necessarily be very short. During the three days and nights previous to the race, Abe Perry, McWhirter's trainer, was continually bathing his legs, both day and night, and it was very much feared that he would not be able to make the race. If he had held out during the race it would have been his last one, anyhow, for General Buford had determined to take him off the track.

## A PRIZE SERVANT GIRL.

A cincinnati girl of American birth and German extraction furnishes the latest example of fortune's favoritism that has come to the surface of events of the day. The girl had received a good education and was a lady in every sense of that title, but she was poor, and had no expectations but labor for a livelihood. A previous reverse of fortune in her family had placed her in this position and she accepted it with a brave heart and willing hands. She tried the life of a sewing girl in a store to keep away the wolf, but was obliged to work for a mere pittance and was subject to the slights and insults incident upon such a position. She was offered the position of a governess in a family who were friends and associates of hers in better days. This she refused upon the grounds that will be understood by the women of culture and pride of character. She preferred a situation as servant in a boarding-house where she would have the advantage of good family associations, and into such a boarding-house she went. There was a young gentleman boarder who saw and fancied the girl. He knew her character and accomplishments and paid his court to her. His was a true and manly affection which was often the subject of jeers and ridicule by his light-headed, foppish companions. But he was earnest and honest and true, and she accepted and appreciated such devotion. Both were poor, and the wedding day was not to be set until some favorable turn of fortune should come to him to enable him to take the responsibility of a wife. For her part she expected nothing, and could bring him nothing but true love and her word was as a bond of faith. But the turn of fortune very surprisingly came to her. A short time ago she learned that she had fallen heir to an estate in Germany worth $50,000, and personal property worth as much more. It was almost incredible, but the fortune of $100,000 proved to be a solid fact. So certain was she of it that she said to her lover, "Now is our time," and their marriage was, a few days ago, consummated at the Grand-hotel. She kept her word with the same nobility of character that had influenced her in chooing a servant's work. The boarding-house servant-girl and the poor clerk are going to Germany to look after their interests, and they will probably feel able to visit the Paris exposition. It is a very pleasant bit of romance, and the best of it is, the incidents are true, the characters are real, and the good fortune is deserved.—*St. Louis Republican.*

SAN STEFANO.—San Stefano, which a recent treaty has made historical, was originally a colony of fishermen founded by Neapolitan emigrants, whose descendants still live there and sell fish and oysters. It is a delightful retreat, which in summer attracts foreign merchants and Turkish functionaries. It is embellished with artistic little palaces, and delights in a well-appointed hotel. The village is situated a little above the level of the sea, and upon an expansive plain remarkably prolific of vegetation. A railroad connects San Stefano with Constantinople, which is reached in half an hour. The cars traverse the most picturesque quarter of the city, that inhabited by Bulgaria gardeners and Greek artisans. At the station of Yonikale the traveler sees the ruin of a wall which of old surrounded Byzantium, and the Castle of the Seven Towers where Padiscia once confined the representatives of the foreign powers that had offended the Sublime Porte. It does not seem that any Turks settle at San Stefano. No bars are seen upon the windows, an evident indication that the harem is not in vogue there.

A minister has no right to permit a remediable habit to impair his ability to accomplish the highest and widest service for the Master. There is no evil of temper, or natural peculiarity, or indulgence of appetite, that grace cannot conquer; and the minister should be the shining example of its power. It is a shame to the profession to require any apology for a weak indulgence. Preaching to tempted men, in all qualities of Christin temper, in all physical and moral purity, in the utmost self-restraint and manly forbearance, a minister of the Gospel should be able to say, follow me as I follow Christ.—*Zion's Herald.*

## EDUCATIONAL.

BY M. L. McQUOWN.

The School Directors of Brady township have given Messrs. Geo. Sugarts and Charles Marshall the contract for building a fine graded school building in the village of Luthersburg. The building will contain two suitable rooms, and the plan of the building is an excellent one. When completed it will do great credit to the pleasant little village in which it is located. The township during this year will support eighteen schools. This makes the second graded building built in the township in the last three years, which, in itself, is an evidence of the commendable enterprise of the School Board of that township.

TWO MORE GONE.—During the June term of Court, Messrs. J. F. McKenrick and D. M. DeVore, for many years past laborers in the cause of education in this county, were admitted to the bar in this place. Mr. McKenrick came from Adams county, and taught his first term in the winter of 1864. He has since that time been identified with the educational interests of this county, and has always been an active and enthusiastic worker. He was the first to move in the organization of the District