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President's Message.

CONCLUDED.

The army during the past year has been so constantly employed against hostile Indians in various quarters, that it can scarcely be said, with propriety of language, to have been a peace establishment. Its duties have been satisfactorily performed, and we have reason to expect, as a result of the years operations, greater security to the frontier inhabitants than has been hitherto enjoyed. Extensive combinations among the hostile Indians of the Territories of Washington and Oregon at one time threatened the devastation of the newly formed settlements of the country. From recent information, we are permitted to hope that the energetic and successful operations conducted there will prevent such combinations in future, and secure to those Territories an opportunity to make steady progress in the development of their agricultural and mineral resources.

Legislation has been recommended by me on previous occasions to cure defects in the existing organization, and to increase the efficiency of the army, and further observation has but served to confirm me in the views then expressed, and to enforce on my mind the conviction that such measures are not only proper but necessary.

I have, in addition, to invite the attention of Congress to a change of policy in the distribution of troops, and to the necessity of providing a more rapid increase of the military armament. For details of these and other subjects relating to the army, I refer to the report of the Secretary of War.

The condition of the navy is not merely satisfactory, but exhibits the most gratifying evidences of increased vigor. As it is comparatively small, it is more important that it should be as complete as possible in all the elements of strength; that it should be efficient in the character of its officers, in the zeal and discipline of its men, in the reliability of its ordnance, and in the capacity of its ships. In all the various qualities the navy has made great progress within the last few years. The execution of the law of Congress of February 28, 1855, "to promote the efficiency of the navy," has been attended by the most advantageous results. The law for promoting discipline among the men is convenient and salutary. The system of honorable discharge to faithful seamen on the expiration of the period of their enlistment, and permitting them to re-enlist after a leave of absence of a few months, without cessation of pay, is highly beneficial in its influence. The apprentice system, recently adopted, is evidently destined to incorporate into the service a large number of our countrymen, hitherto so difficult to procure. Several hundred American boys are now on a three years' cruise in our national vessels, and will return well trained seamen. In the ordnance department there is a decided and gratifying indication of progress, creditable to it and to the country. The suggestions of the Secretary of the Navy, in regard to further improvement in that branch of the service I commend to your favorable action.

The new frigates ordered by Congress are now afloat, and two of them in active service. They are superior models of naval architecture, and with their formidable battery add largely to public strength and security.

I concur in the views expressed by the Secretary of the Department in favor of a still further increase of our naval force.

The report of the Secretary of the Interior presents facts and views in relation to internal affairs over which the supervision of his department extends, of much interest and importance.

The aggregate sales of the public lands, during the last fiscal year, amount to nine million two hundred and twenty-seven thousand eight hundred and seventy-eight acres; for which has been received the sum of eight millions eight hundred and twenty-one thousand four hundred and fourteen dollars. During the same period there have been located, with military scrip and land-warrants, and for other purposes, thirty million one hundred thousand two hundred and thirty acres, thus making a total aggregate of thirty-nine million three hundred and twenty-eight thousand one hundred and eight acres. On the 30th of September last, surveys had been made of sixteen million eight hundred and seventy-three thousand six hundred and ninety-nine acres, a large proportion of which is ready for market.

The suggestions in this report in regard to the computation and progressive expansion of the business of the different bureaux of the department, to the pension system; to the colonization of Indian tribes, and the recommendations in relation to various improvements in the District of Columbia, are especially commended to your consideration.

The report of the Postmaster General presents fully the condition of that department of the government. Its expenditures of the last fiscal year, were ten million four hundred and seven thousand eight hundred and sixty-eight dollars; and its gross receipts seven million six hundred and twenty thousand eight hundred and one dollar—making an excess of expenditure over receipts of two million seven hundred and eighty-seven thousand and forty-six dollars. The deficiency of this department is thus seven hundred and forty-four thousand dollars greater than

for the year ending June 30, 1855. Of this deficiency, three hundred and thirty thousand dollars is to be attributed to the additional compensation allowed postmasters by the act of Congress of June 22, 1854. The mail facilities in every part of the country have been very much increased in that period, and the large addition of railroad service, amounting to seven thousand nine hundred and eight miles, has added largely to the cost of transportation.

The inconsiderable augmentation of the income of the Post Office Department under the reduced rates of postage, and its increasing expenditures, must for the present, make it dependent to some extent upon the treasury support. The recommendations of the Postmaster General, in relation to the abolition of the franking privilege, and his views on the establishment of mail steamship lines, deserve the consideration of Congress. I also call the special attention of Congress to the statement of the Postmaster General respecting the sums now paid for the transportation of mails to the Panama Railroad Company, and commend to their early and favorable consideration the suggestions of that officer in relation to the new contracts for mail transportation upon that route, and also upon the Tehuantepec and Nicaragua routes.

The United States continue in the enjoyment of amicable relations with all foreign powers. When my last annual message was transmitted to Congress two subjects of controversy, one in relation to the enlistment of soldiers in this country for foreign service, and the other to Central America, threatened to disturb good understanding between the United States and Great Britain. Of the progress and termination of the former question you were informed at the time; and the other is now in the way of satisfactory adjustment.

The object of the convention between the United States and Great Britain of the 19th of April, 1850, was to secure for the benefit of all nations, the neutrality and the common use of any transit way, or the inter-oceanic communication, across the isthmus of Panama, which might be opened within the limits of Central America. The pretension subsequently asserted by Great Britain, to dominion or control over territories, in or near two of the routes, those of Nicaragua and Honduras, were deemed by the United States, not merely incompatible with the main object of the treaty, but opposed even to its express stipulations. Occasion of controversy on this point has been removed by an additional treaty, which our minister at London has concluded, and which will be immediately submitted to the Senate for its consideration. Should the proposed supplemental arrangement be concurred in by all the parties to be affected by it, the objects contemplated by the original convention will have been fully attained.

The treaty between the United States and Great Britain, of the 5th of June, 1854, which went into effective operation in 1855, put an end to causes of irritation between the two countries, by securing to the United States the right of fishery on the coast of the British North American provinces, with advantages equal to those enjoyed by British subjects. Besides the signal benefits of this treaty to a large class of our citizens engaged in a pursuit connected to no inconsiderable degree with our national prosperity and strength, it has had a favorable effect upon other interests in the provision it made for reciprocal freedom of trade between the United States and the British provinces in America.

The exports of domestic articles to those provinces during the last year amounted to more than twenty-two millions of dollars, exceeding those of the preceding year by nearly seven millions of dollars; and the imports therefrom, during the same period, amounted to more than twenty-one millions, an increase of six millions upon those of the previous year.

The improved condition of this branch of our commerce is mainly attributable to the above-mentioned treaty.

Provision was made, in the first article of that treaty, for a commission to designate the mouths of rivers to which the common right of fishery, on coast of the United States and the British Provinces, was not to extend. This commission has been employed a part of two seasons, but without much progress in accomplishing the object for which it was instituted, in consequence of a serious difference of opinion between the commissioners, not only as to the precise point where the rivers terminate, but in many instances as to what constitutes a river. These difficulties, however, may be overcome by resort to the umpirage provided for by the treaty.

The efforts perseveringly prosecuted since the commencement of my administration, to relieve our trade to the Baltic from the exaction of Sound dues by Denmark, have not yet been attended with success. Other governments have also sought to obtain a like relief to their commerce and Denmark was induced to propose an arrangement to all the European powers interested in the subject; and the manner in which her proposition was received, warranting her to believe that a satisfactory arrangement with them could soon be concluded, she made a strong appeal to this government for temporary suspension of definite action in its part, in consideration of the embarrassment which might result to her European negotiations by an immediate adjustment of the question with the United States. This request has been acceded to, upon the condition that the sums collected after the 16th of June last, and until the 16th of June next, from vessels and cargoes belonging to our merchants, are to be considered as paid under protest and subject to future adjustment.—There is reason to believe that an arrangement, between Denmark and the maritime powers of Europe on the subject, will soon be concluded, and that the pending negotiation with the United States may then be resumed and terminated in a satisfactory manner.

With Spain no new difficulties have arisen, nor much progress been made in the adjustment of pending ones.

Negotiations entered into for the purpose of relieving our commercial intercourse with

the Island of Cuba of some of its burdens, and providing for the more speedy settlement of local disputes growing out of that intercourse, have not yet been attended with any results.

Soon after the commencement of the late war in Europe, this government submitted to the consideration of all maritime nations, two principles for the security of neutral commerce; one, that the neutral flag should cover the enemies' goods, except articles contraband of war; and the other, that neutral property on board merchant vessels of belligerents should be exempt from condemnation, with the exception of contraband articles. These were not presented as new rules of international law; having been generally claimed by neutrals, though not always admitted by belligerents. One of the parties to the war—Russia—as well as several neutral powers, promptly acceded to these propositions; and the two other belligerents, Great Britain and France, having consented to observe them for the present occasion, a favorable opportunity seemed to be presented for obtaining a general recognition of them both in Europe and America.

But Great Britain and France, in common with most of the states of Europe, while forbearing to reject, did not affirmatively act upon the overtures of the United States.

While the question was in this position, the representatives of Russia, France, Great Britain, Austria, Prussia, Sardinia, and Turkey, assembled at Paris, took into consideration the subject of maritime rights, and put forth a declaration containing the two principles which this government had submitted, nearly two years before, to the consideration of maritime powers, and adding thereto the following propositions, "Privateering is and remains abolished," and "Blockades, in order to be binding, must be effective, that is to say maintained by a force, sufficient really to prevent access to the coast of the enemy," and the declaration thus composed of four points, two of which had already been proposed by the United States, this government has been invited to accede by all the powers represented at Paris, except Great Britain and Turkey. To the last of the two additional propositions—that in relation to blockades—there can certainly be no objection. It is merely the definition of what shall constitute the effective investment of a blockaded place, a definition for which this government has always contended, claiming indemnity losses where a practical violation of the rule thus defined has been injurious to our commerce. As to the remaining article of the declaration of the conference of Paris, "that privateering is and remains abolished,"—I certainly cannot ascribe to the powers represented in the conference of Paris, any but liberal and philanthropic views in the attempt to change the unquestionable rule of maritime law in regard to privateering. Their proposition was doubtless intended to imply approval of the principle that private property upon the ocean, although it might belong to the citizens of a belligerent state, should be exempted from capture; and had that proposition been so framed as to give full effect to the principle, it would have received my ready assent on behalf of the United States. But the measure proposed is inadequate to that purpose. It is true that if adopted, private property upon the ocean would be withdrawn from one mode of plunder, but left exposed, meanwhile, to another mode, which could be used with increased effectiveness. The aggressive capacity of great naval powers would thereby be augmented, while the defensive ability of others would be reduced. Though the surrender of the means of prosecuting hostilities by employing privateers, as proposed by the conference of Paris, is mutual in terms, yet, in practical effect, it would be the relinquishment of a right of little value to one class of states, but of essential importance to another, and a far larger class. It ought not to have been anticipated that a measure so inadequate to the accomplishment of the proposed object, and so unequal in its operation, would receive the assent of all maritime powers. Private property would be still left to the depredations of the public armed cruisers.

I have expressed a readiness on the part of this government, to accede to all the principles contained in the declaration of the conference of Paris, provided that relating to the abandonment of privateering can be so amended as to effect the object for which, as is presumed, it was intended, the immunity of private property on the ocean from hostile capture. To effect this object, it is proposed to add to the declaration that "privateering is and remains abolished," the following amendment:—"And that the private property of subjects and citizens of a belligerent on the high seas, shall be exempt from seizure by the public armed vessels of the other belligerent, except it be contraband." This amendment has been presented not only to the powers which have asked our assent to the declaration to abolish privateering, but to all other maritime states.—Thus far it has not been rejected by any, and is favorably entertained by all which have made any communication in reply.

Several of the governments, regarding with favor the proposition of the United States, have delayed definitive action upon it, only for the purpose of consulting with others, parties to the conference of Paris. I have the satisfaction of stating, however, that the Emperor of Russia has entirely and explicitly approved in endeavoring to obtain the assent of other powers; and that assurances of a similar purport have been received in relation to the disposition of the Emperor of the French.

The present aspect of this important subject allows us to cherish the hope that a principle so humane in its character, so just and equal in its operation, so essential to the prosperity of commercial nations, and so consonant to the sentiments of this enlightened period of the world, will command the approbation of all maritime powers, and thus be incorporated into the code of international law.

My views on the subject are more fully set forth in the reply of the Secretary of State, a copy of which is herewith transmitted, to the communications on the subject made to

this government, especially to the communication of France.

The government of the United States has at all times regarded with friendly interest the other states of America, formerly, like this country, members of the great family of nations. But the unsettled condition of some of them, distracted by frequent revolutions, and thus incapable of regular and firm internal administration, has tended to embarrass occasionally our public intercourse, by reason of wrongs which our citizens suffer at their hands, and which they are slow to redress.

Unfortunately it is against the republic of Mexico, with which it is our special desire to maintain a good understanding, that such complaints are most numerous; and although earnestly urged upon its attention, they have not as yet received the consideration which this government had a right to expect.—While reparation for past injuries has been withheld, others have been added. The political condition of that country, however, has been such as to demand forbearance, on the part of the United States. I shall continue my efforts to procure for the wrongs of our citizens that redress which is indispensable to the continued friendly association of the two republics.

The peculiar condition of affairs in Nicaragua in the early part of the present year, rendered it important that this government should have diplomatic relations with that state. Through its territory had been opened one of the principal thoroughfares across the isthmus connecting North and South America, on which a vast amount of property was transported, and to which our citizens resorted in great numbers, in passing between the Atlantic and Pacific coasts of the United States. The protection of both required that the existing power in that state should be regarded as a responsible government; and its minister was accordingly received. But he remained here only a short time. Soon thereafter the political affairs of Nicaragua underwent unfavorable change, and became involved in much uncertainty and confusion. Diplomatic representatives from two contending parties have been recently sent to this government; but with the imperfect information possessed, it was not possible to decide which was the government de facto; and awaiting further developments, I have refused to receive either.

Questions of the most serious nature are pending between the United States and the Republic of New Granada. The government of that republic undertook, a year since, to impose tonnage duties on foreign vessels in her ports, but the purpose was resisted by this government, as being contrary to existing treaty stipulation with the United States, and to rights conferred by charter upon the Panama Railroad Company, and was accordingly relinquished at that time, it being admitted that our vessels were entitled to be exempt from tonnage duty in the free ports of Panama and Aspinwall.—But the purpose has been recently revived, on the part of New Granada, by the enactment of a law to subject vessels visiting her ports to the tonnage duty of forty cents per ton; and although the law has not been put in force, yet the right to enforce it is still asserted, and may, at any time, be acted on by the government of that republic.

The Congress of New Granada has also enacted a law, during the last year, which levies a tax of more than three dollars on every pound of mail matter transported across the Isthmus. The sum thus required to be paid on the mails of the United States would be nearly two millions of dollars annually, in addition to the large sum payable by contract to the Panama Railroad Company. If the only objection to this exaction were the exorbitancy of its amount, it could not be submitted to by the United States.

The imposition of it, however, would obviously contravene our treaty with New Granada, and infringe the contract of that Republic with the Panama Railroad Company. The law providing for this tax was, by its terms, to take effect on 1st of Sept. last, but the local authorities on the Isthmus have been induced to suspend its execution, and await further instructions on the subject from the government of the republic. I am not yet advised of the determination of the government. If a measure so extraordinary in its character, and so clearly contrary to treaty stipulations, and the contract rights of the Panama Railroad Company, composed mostly of American citizens, should be persisted in, it will be the duty of the United States to resist its execution.

I regret exceedingly that occasion exists to invite your attention to a subject of still graver import in our relations with the Republic of New Granada. On the 15th day of April last, a riotous assemblage of the inhabitants of Panama committed a violent and outrageous attack on the premises of the railroad company, and the passengers and other persons in or near the same, involving the death of several citizens of the United States, the pillage of many others, and the destruction of a large amount of property belonging to the railroad company. I caused full investigation of that event to be made, and the result shows satisfactorily that complete responsibility for what occurred attaches to the government of New Granada. I have, therefore, demanded of that government that the perpetrators of the wrongs in question be punished; that provision should be made for the families of citizens of the United States who were killed, with the full indemnity for the property pillaged or destroyed.

The present condition of the Isthmus of Panama, in so far as regards the security of persons and property passing over it, requires serious consideration. Recent incidents tend to show that the local authorities cannot be relied on to maintain the public peace of Panama, and there is just ground for apprehension that a portion of the inhabitants are meditating further outrages, without adequate measures for the security and protection of persons and property having been taken either by the State of Panama, or by the general government of New Granada.

Under the guaranties of treaty, citizens of the United States have, by the outlay of several millions of dollars, constructed a railroad across the Isthmus, and it has be-

come the main route between our Atlantic and Pacific possessions, over which multitudes of our citizens and a vast amount of property are constantly passing to the security and protection of all which, and the continuance of the public advantages involved, it is impossible for the government of the United States to be indifferent.

I have deemed the danger of the recurrence of scenes of lawless violence in this quarter so imminent as to make it my duty to station a part of our naval force in the harbors of Panama and Aspinwall, in order to protect the persons and property of the citizens of the United States in those parts, and to insure to them safe passage across the Isthmus. And it would, in my judgment, be unwise to withdraw the naval force now in those ports, until by the spontaneous action of the republic of New Granada, or otherwise, some adequate arrangement shall have been made for the protection and security of a line of inter-oceanic communication so important at this time, not to the United States only, but to all other maritime states, both of Europe and America.

Meanwhile, negotiations have been instituted by means of a special commission, to obtain from New Granada full indemnity for injuries sustained by our citizens on the Isthmus, and satisfactory security for the general interests of the United States.

In addressing to you my last annual message, the occasion seems to me an appropriate one to express my congratulations in view of the peace, greatness, and felicity which the United States now possess and enjoy. To point you to the state of the various departments of the government, and of all the great branches of the public service, civil and military, in order to speak of the intelligence and the integrity which pervades the whole, would be to indicate but imperfectly the administrative condition of the country, and the beneficial effects of that on the general welfare. Nor would it suffice to say that the nation is actually at peace at home and abroad; that its industrial interests are prosperous; that the canvass of its mariners whitens every sea; and the plough of its husbandmen is marching steadily onward to the bloodless conquest of the continent; that cities and populous states are springing up, as if by enchantment, from the bosom of our western wilds; and that the courageous energy of our people is making of these United States the great republic of the world. These results have not been attained without passing through trials and perils, by experience of which, and thus only, nations can harden into manhood. Our forefathers were trained to the wisdom which conceived, and the courage which achieved independence, by the circumstances which surrounded them, and they were thus made capable of the creation of the republic. It devolved on the next generation to consolidate the work of the revolution, to deliver the country entirely from the influences of conflicting transatlantic partialities or antipathies, which attached to our colonial and revolutionary history, and to organize the practical operation of the constitutional and legal institutions of the Union. To us, of this generation, remains the not less noble task of maintaining and extending the power of the United States.—We have, at length, reached that stage of the national career in which the dangers to be encountered, and the exertions to be made, are the incidents, not of weakness, but of strength. In our foreign relations we have to attemper our power to the less happy condition of other republics in America, and to place ourselves in the calmness and conscious dignity of right, by the side of the greatest and wealthiest of the empires of Europe. In our domestic relations, we have to guard against the shock of the discontents, the ambitions, the interests, and the exuberant, and therefore sometimes irregular impulses of opinion, or of action, which are the natural product of the present political elevation, the self-reliance, and the restless spirit of enterprise of the people of the United States.

I shall prepare to surrender the Executive trust to my successor, and retire to private life with sentiments of profound gratitude to the good Providence which, during the period of my administration, has vouchsafed to carry the country through many difficulties, domestic and foreign, and to enable me to contemplate the spectacle of amicable and respectful relations between our and all other governments, and the establishment of constitutional order and tranquility throughout the Union.

FRANKLIN PIERCE.

Washington, Dec. 2, 1856.

SORES ON HORSES AND CATTLE.

A correspondent of the Maine Farmer, in reply to an inquiry by another correspondent for a cure of a bad sore on a horse's shoulder, gives the following prescription:

Lime and lard are the best application to old, and bad sores, of any kind, that I know, especially if the bone is affected. Take good stone lime, slake dry and sift through a fine sieve. Put the flour in a bottle, cork tight, and keep in a dark place from light and air, and it will keep good for years. Take one part of lime to three parts of lard, in bulk, and mix well, cold, and apply a proper quantity to the sore, twice a day, and cleanse well each time with soapuds. If the sore descends below the outward opening, it must be opened to the bottom, or it will not heal sound. If the bone be affected, the sore probably will not heal, and ought not to fill the bone shall be healed. Sores healed under this treatment always heal sound. If fungus be in the sore, this ointment will clear it all out; and keep it out.

The above proportions are about right, but the applicant will soon learn to vary them if necessary. Some allowance will be necessary for the different strength of the lime.

"These are cutting times," as the axe said to the wood.

SONG.

BY BARRY CORNWALL.

She was not fair, nor full of grace,
Nor crown'd with thought of aught beside;
No wealth had she, of mind or face,
To win our love, or raise our pride;
No lover's thought her cheek did touch,
No poet's dream was round her thrown;
And yet we miss her—ah, too much,
Now—she hath flown!

We miss her when the morning calls,
As one that mingled in our mirth;
We miss her when the evening falls—
A trifle wanted on the earth!
Some fancy small or subtle thought
Is check'd ere to its blossom grown;
Some chain is broken that we wrought,
Now—she hath flown!

No solid good, nor hope defined,
Is marr'd now she hath sunk in night;
And yet the strong immortal mind
Is stopp'd in its triumphant flight!
Stern friend, what power is in a tear,
What strength in one poor thought alone,
When all we know is, "She was here,"
And—"She hath flown!"

BELGIAN NUNS.

At the Convent of Poor Clares (Brussels) the nuns never lie down, but sleep upright. "I went," says the author of "Flemish Interiors," "up a narrow, corkscrew, stone staircase, into their cells, and saw their extraordinary beds; they consist of a hard and almost cylindrical mattress, stuffed with straw, about three feet long, at right angles, to which is fixed an equally hard and upright mattress of straw, (paille-lasse), to support the back. There is no pillow, neither are there sheets, and only one small, thin blanket. A basin and ewer of water stood on the ground, and the sleeping habit hung on a peg behind the door. There was no other furniture. A small window opened on the garden, and the honeysuckle which embowered it gave something of a cheerful aspect to the denuded little dormitory. They rise at half past 4 o'clock, are allowed five minutes to wash and dress, and go down to chapel, where they pray and meditate till half past 5, when their first mass is said; this is always at a fixed hour, and is followed by one and sometimes two more. After these, they remain at chapel till half past 11.—Their first meal, which they call dinner, is at half past 12, and consists entirely of herbs, vegetables, rice eggs, &c.—Butter, cheese, milk and what they call *lait battu*, (milk and eggs beaten up,) they also eat, but not at lent seasons. Their second and last meal is at 7, and consists of dry bread and domestic beer. The sisters do everything for themselves—washing, mending, sweeping, scouring, &c. The rule of the lay-sisters is slightly less severe in every particular, but even this is esoteric enough to startle most secular persons.—The sister who showed us the mysteries of the house was a very pleasant, amiable looking woman, of about thirty-five. She had a peculiarly calm, holy expression of countenance, and expressed herself perfectly satisfied in the life of which she had made choice, now about fifteen years since. "The discipline they observed, she said was 'good for the soul and the body too.' It seems they are removed from house to house to prevent too great an attachment to one locality. She and her lay-sister were sent a short time ago on a mission to England, and this was another considerable grievance to her; but she said she kept her trouble to herself, and accepted it as one of the acts of submission to the will of her superior to which her rule bound her. The first night they arrived in London, when they put up at the hotel, they were shown into a room where the beds were, of course, horizontal. This was a difficulty which had not occurred to them, and they made up their minds to adopt the same position as the rest of the world, but no sooner had they tried it than they found it impossible to sleep; accordingly they relinquished the attempt, and taking the mattress off the bedstead, placed it half upright against the wall, and had reason to be perfectly satisfied with their ingenious expedient.

Another Supply of Lumber.

Sash Made to Order.

JUST received, a large supply of yellow and white pine ready-worked Flooring. Arrangements have been made by the undersigned by which they are enabled to manufacture all kinds of Doors, Sash, Shutters and Blinds at reasonable prices. Bills sent to them either by mail or otherwise will meet with prompt attention.

nov13 WM. B. HOFFMAN & CO.

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All kinds of BILL STUFF, 7x7, 6x6, 5x5, 4x4 and a large lot of 3x4 SCANTLING, of various lengths.
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