

LEWISTOWN GAZETTE.

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 Lines of minion, or their equivalent, contain a square. Three insertions \$1, and 25 for each subsequent insertion.

Freeburg Academy and Normal School.
 THIS INSTITUTION, located in the beautiful and healthy little village of Freeburg, Snyder county, Pa., will commence the second (Spring) quarter of its Second Session on the 23d of March. In view of the great want of proper instruction for Teachers in this and other counties, a **NORMAL DEPARTMENT** will hereafter be connected with this school, in which Teachers will be prepared for the arduous duties of the school room. That justly popular Teacher, Lecturer and Author, Prof. J. F. STODDARD, has been engaged to deliver a course of Lectures and assist in arranging and conducting the Normal exercises and training, and it is hoped Teachers will avail themselves of his services while in the county. An additional Female Teacher has been engaged, and other arrangements made to meet the wants of all.
TERMS.
 One-half payable immediately in advance.
 For Board, Room, and Tuition, per session of 22 weeks, \$50.00 to \$55.00
 Tuition only, per qr. of 11 wks, 2.50 to 3.00
 Instruction on Piano and use of Instrument, 9.00
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GEO. F. McFARLAND, Principal.
 Freeburg, March 12, 1857.

THE MINSTREL.

THE MAIDEN'S RESOLUTION.
 Oh, I'll tell you of a fellow,
 Of a fellow I have seen,
 Who is neither white or yellow,
 But is altogether green!
 Then his name, it isn't charming,
 For its only common "Bill,"
 And he wishes me to wed him,
 But I hardly think I will.
 He has told me of a cottage,
 Of a cottage 'mong the trees,
 And don't you think the gawky
 Tumbled on his knees?
 While the tears the fellow wasted,
 Were enough to turn a mill,
 And he begged me to accept him,
 But I hardly think I will.
 Oh, he whispered of devotion,
 Of devotion pure and deep,
 But it seemed so very silly,
 That I nearly fell asleep,
 And he thinks it would be pleasant,
 As we journey down the hill,
 To go hand in hand together,
 But I hardly think I will.
 He was here last night to see me,
 And he made so long a stay,
 I began to think the blockhead
 Never meant to go away.
 At the first I learned to hate him,
 And I know I hate him still,
 Yet he urges me to have him,
 But I hardly think I will.
 I am sure I wouldn't choose him,
 But the very duce is in it;
 And he says if I refuse him
 That he could not live a minute;
 And you know the blessed Bible,
 Plainly says "We must not kill,"
 So I've thought the matter over,
 And I rather think I will.

LOGAN FOUNDRY.
 THE public are hereby respectfully informed that we have leased the above well known Foundry, situate on Main street, in the borough of Lewistown, a few doors south of the stone bridge, where we will keep constantly on hand a full assortment of all kinds of STOVES, viz: Hathaway Cooking Stoves, different sizes, Egg Stoves, Nine Plate Stoves, &c. and also
Iron Fence, Hollow Ware, Water Pipes, &c., and will make to order all kinds of CASTINGS. All orders sent to us will be filled with care and despatch, and on reasonable terms as at any other establishment in the State. We hope, friends, you will call and examine our stock before buying anywhere else. You will undoubtedly save money by doing so.
DANIEL BEARLEY & SONS.
 Lewistown, March 26, 1857-y

New Arrangements.
 AFTER returning our sincere thanks to our numerous friends and customers for their continued patronage, I would inform them that I am still to be found at
The Old Stand
 With a desire to bring my business nearly to CASH, after the first of April our credit terms will be Thirty Days and accounts not to exceed Fifty Dollars. We hope still to conduct our business so that we shall enjoy the good will of our numerous customers, and that the number may be greatly increased.
F. J. HOFFMAN.

HIGHLY IMPORTANT TO FARMERS.
M. M. FAXON'S
Attachment of Vulcanized India Rubber Spring to the Tubes of Grain Drills.
 THE undersigned, having perfected an arrangement for the attachment of a Gum Spring to the Tubes and Drag Bars of Grain Drills, is happy to inform Farmers and all others interested in the growing of Wheat and other grains, that he is prepared to furnish GRAIN DRILLS, with the above article attached, at the shortest notice, at an almost indispensable article to the Farmer, and he will find that the attachment of the Gum Spring will enhance its value one-half. All the detentions and trouble caused by the breaking of wooden pins is entirely done away with by this arrangement, and a man, or boy, can perform nearly double the labor that he could under the old plan, with much greater ease, both to himself and horses. There need be no fear of the Spring breaking, for if there is an article that will neither break, rot, or wear out, the Gum Spring is that article, and I hazard nothing in saying that my Grain Drill is the simplest in construction, most economical in performance, and therefore the most durable ever offered to the agricultural public. The feed is so arranged that it will sow 1, 1 1/2, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20 bushels per acre. Persons desiring one for the coming season are requested to send in their orders as early as possible. Direct to McVeytown, Mifflin county, Pa.; or F. G. FRANCISCUS, Lewistown; E. L. FAXON, Hollidaysburg, Blair co., Pa.; BOYER & BROS., Harrisburg, Pa., who are authorized to act as agents, and from whom any further information may be obtained.
PRICE OF DRILLS, with the attachment, \$75. Farmers who already have drills, can have them altered, and the India Rubber Spring attached, for from \$10 to \$15.
 25-AN BRANCHES OF THE FOUNDRY BUSINESS still carried on, for which orders are respectfully solicited.
M. M. FAXON.
 McVeytown, June 10, 1856.

THE OLD CORNER
 Has Just Opened a Splendid Assortment of
SPRING & SUMMER GOODS.
 If you want a cheap Dress, call at the Old Corner.
 If you want a cheap Shawl, call at the Old Corner.
 If you want cheap Silks, call at the Old Corner.
 If you want cheap Muslins, call at the Old Corner.
 If you want Kentucky Jeans or Tweeds, call at the Old Corner.
 Also, Flannels, all kinds and colors.
 If you want Shirts or Berages, call at the Old Corner.
 If you want Brilliant or Lawns, call at the Old Corner.
 If you want La Villa Cloths, call at the Old Corner.
 If you want Silk Cravattes, call at the Old Corner.
 If you want Mourning Goods, call at the Old Corner.
 If you want striped Skirting Muslin, go to the Old Corner.
 If you want patterned Cottons, go to the Old Corner.
 If you want Collars, Undershirts, Edgings, Insertings, Flouncings, or any Embroideries, go to the Old Corner.
 If you want Corded Skirts, Sontag Skirts, or Hoops, call at the Old Corner.
 If you want Cloths, call at the Old Corner.
 If you want Casimeres, call at the Old Corner.
 If you want Batiste, call at the Old Corner.
IF YOU WANT ANYTHING IN THE DRY GOODS LINE, GO TO THE OLD CORNER.
 If you want to make choice from over 120 styles of Wall Papers, go to the Old Corner.
 If you want a Carpet of any kind, go to the Old Corner.
 If you want Groceries, Queensware, or Cutlery, call at the Old Corner.
 If you want Clothing, Boots or Shoes, Hats or Caps, call at the Old Corner.
 If you want Shirts or Berages, call at the Old Corner.
 If you have Country Produce to exchange for Goods, call at the Old Corner.
 If you want Bargains in anything, call at the Old Corner.
 62-Country Dealers supplied with Goods by wholesale at a very small advance above city wholesale prices.
ap23 GEORGE BLYMYER.

GO to Hoffman's for Tubs
 Go to Hoffman's for Churns
 Go to Hoffman's for Buckets
 Go to Hoffman's for Brooms
 Go to Hoffman's for Baskets
 decl1

HAND and horse power Corn Shellers,
 Lancaster county premium Grain Fans, constantly on hand and for sale by
F. G. FRANCISCUS.

MISCELLANEOUS.

THE NATIONAL METROPOLIS.
 Never, perhaps, has there been such a display of industry about the public buildings as at the present time. So extensive were the appropriations of the late Congress, out of a full treasury, that employment is given to hundreds upon hundreds of men, many of whom are happy thus to be able to support their families.
 At the Department of the Interior—generally called the Patent Office, because there the first deposit was of patents—we find nearly completed a marble building of perfect Grecian beauty. It is of magnificent proportions, covering a whole square. On three sides are beautiful porticoes with Doric columns, the effect of which is indeed most impressive. If a man could pass with telegraphic speed, on some lovely morning, from the ruins of Athens or Rome to the squares and triangles of Washington, where the ancient forms of architecture are reproduced with such freshness and beauty, he would obtain a vivid idea of the rising glories of our Western Republic, not to be obscured, we trust, by the dark spirit of disunion. Indeed, the materials going into the construction of these buildings, spread about over acres of ground, being of the most durable quality, suggest, like so many symbols, the perpetuity of the Union. Who has made any proposal to stop the progress of these erections, as if they would not be wanted here for an indefinite future? Not one. I am more and more convinced that all this clamor about dissolving the Union is for political effect. While Congress was appropriating millions for improving this Federal city and its vicinity, why did no one rise and object? Because there is a general expectation that this is to continue "forever" to be the metropolis of a united country. One long gallery in the above-mentioned building is appropriated as a repository for curiosities collected from all quarters of the world; among them the fruits of the exploring expeditions ordered by the Government. Some few relics of Washington and Franklin are here preserved. The "sword of Washington and the cane of Franklin," the veritable, visible realities, grasped by those stupendous right hands, are gazed on by thousands with an enthusiasm of veneration almost idolatrous. Well, there's Franklin's press, too, a very different thing, I assure you, from "Hoe's last fast," but a mighty engine, for all that. These sights do awaken a world of thought, for those men, under God, changed the face of the world.
 A thousand men are at work on the Capitol alone. That will be a wonder when completed. It is unsightly now, for

the old dome is broken off, and they are just now laying the foundations of the new and more splendid dome. Seventy-two iron brackets, weighing between two and three tons each, have been lifted to the summit of the building by the aid of steam power, and are to constitute the frame work of the base. The fluted columns, large and long, now lying on the ground, will soon be raised to their places, and the proportions of the magnificent superstructure will begin to appear by the time the travellers go by for the White Sulphur Springs of Virginia. Walter, the architect, is ambitious to erect for himself a monument at the same time, on the principle of Sir Christopher Wren's *Circumspecte*. Latrobe's old dome had its day of admiration and vituperation, as has Greenough's sitting statue of Washington in the eastern park of the capitol; but it has disappeared. Randolph's sarcasms will endure as long as the statues and paintings at which they are leveled, and the memory of the originals longer than either. Nothing can exceed the beauty of Crawford's works, most of which are in shops adjacent to the Capitol, some in an unfinished state, the Italians being at work upon them from the plaster models. Among them are the genius of America, robed in a stately mantle, the Genius of War, of Peace, of Industry, of Knowledge, &c. All these works are destined to adorn some portion of the Capitol extension, while the interior rooms are growing beautiful under the skill of the pictorial artists. Indeed this building will, of itself, be a vast museum open to the gratuitous inspection of the people of the United States and of the world, without money and without price. The rustic Representative from the far interior, where arts and cities are unknown, will open his eyes and mouth in wonder as he looks upon the gorgeous works of art destined to decorate the Capitol. In truth, such is the profusion of symbolical ornament the Italian painters are putting on the walls of the committee rooms that most persons will require an interpreter to bring them within the understanding. All this seems hardly compatible with the simplicity of our institutions; but what shall the Government do with its superabundant money?
 Not far from the Patent Office building is soon to be erected a Roman Catholic church, of the Gothic order, in the place of an old structure that has stood fifty years. A meeting of the leaders of the congregation was held this week, a layman called to the chair, the priest being present and advising. It was resolved "to erect a church becoming the perpetual historic grandeur of our holy faith, its steady dignified progress in this free country, and while at the same time it will be keeping with the well-sustained efforts of the whole country to adorn our Federal Metropolis." The intention is to build a spacious church, capable of seating 6,000 people; length of the nave to be 211 feet, width 88; transept 174 feet, and 88 wide; extreme altitude of the front elevation 312 feet. The space of ground covered by the edifice will be 33,880 square feet. But little more than \$7,000 was subscribed to commence this great enterprise. They propose, however, to employ five years in the work, and there will be the most assiduous and protracted solicitation of moneys from our citizens until the work shall be completed. Foreign aid will no doubt be obtained, for the Catholics are persevering, and allow no distress of debt to force a sale of any of their churches.—*Correspondence of Journal of Commerce.*

FEET-WASHING IN AUSTRIA.
 A correspondent of the London Times, writing from Vienna on the 9th ult., gives an account of the ceremony of "washing of feet" which had taken place at Court. At 9 o'clock in the morning twenty-four old people—twelve men and as many women—who were dressed in the ancient German costume, were conducted to the "Hall of Ceremony" of the palace. On their arrival the men were placed on one side of a long table and the women on the other. As soon as the seniors had taken their seats their Majesties entered and plied before them a great number of dishes which were brought in trays by the imperial servers. After the dishes had been set on the table they were removed and placed in twenty-four large baskets, which were sent to the rooms occupied by the

paupers in the almshouse. At ten o'clock the washing of feet began in the chapel of the palace. The Emperor performed the ceremony on the above-mentioned old men and the Empress on the women. After a towel had been passed once or twice on each of the wetted feet, and a little bag containing thirty-two silver groats had been hung round the necks of the old people, the ceremony was at an end.

SALE OF THE MAIN LINE.

[The subjoined Argument and Analysis of the bill for the sale of the main line of the Public Improvements, was prepared at the instance of gentlemen favorable to the bill, and who wished the public to know the real grounds upon which its passage was urged.]
 What is the Main Line worth? What is its real intrinsic value? We do not mean to the Commonwealth, for to it, it has never paid expenses. A close, fair and honest examination of the result of its working will show that ever since it has been built, it has been a heavy annual tax upon the other resources of the Treasury. The yearly net loss to the State since it was said to be completed, has been in the neighborhood of a quarter of a million of dollars. For the accuracy of this statement, we ask a careful analysis of the reports of the Auditor General, State Treasurer and Canal Commissioners. We do not impeach their reports, but we simply wish to see their gross discrepancies reconciled. We merely hold that those reports (and you may bring the originals from the Departments,) exhibit, not only an inconsistency, but a variance so gross that suspicion at least is fully aroused. A comparison of the reports demonstrates in the most positive form that the Main Line has not only not paid expenses, but has been a steady and enormous charge upon the other revenues of the State. More than twenty-five years of this management, under all parties, satisfies us that it cannot be corrected. If this is the case, could not the State pay a large bonus to get rid of it? To the State it has proved a heavy and dead loss. All experiments have failed to correct it. But the practical question is, what is its worth to individuals? What is its real value under the provisions of the bill that passed the House of Representatives?—That is the real question. The valuable portions of the Main Line of the Public Works, are the Columbia railroad, and the Eastern Division of the canal, from the Junction of the Susquehanna canals with Main Line to Columbia. The Columbia railroad cost originally four and a half millions of dollars. The common estimate of the value of the road has been five millions of dollars. The fact that in a few months the Lebanon Valley and Reading railroad will connect Harrisburg with Philadelphia, by a route but three miles longer and far superior in grades and in curvature, will bring the value of the Columbia railroad down to its original cost. It will take at least half a million to remedy its defective location. Assuming then that the Columbia railroad is worth four millions and a half of dollars, and that the Eastern Division, from the Junction of the Susquehanna canal, with the Main Line to Columbia, is worth an additional million, we have five and a half millions of dollars as the actual value of the paying portion of the Main Line.
 Passing west from the Junction on the Main Line, we find that by the provisions of this bill, the party purchasing, is required to keep in navigable condition forever, one hundred and twenty-one miles west of the Junction and reaching to the town of Hollidaysburg. This Juniata canal has been one of the great draw-backs of the Maine Line. It never has paid and never can pay. It should never have been built. It is in such a dilapidated condition at this time that immense appropriations must soon be made to re-build decayed parts of it. From the fact, that a large and valuable portion of country on what is called the Upper Juniata canal would be deprived of all facilities for getting to market, and thrown back to the condition it was in thirty years ago, if it were abandoned, it is made one of the conditions of the bill for the sale, that this line shall be kept up. An examination of the cost of working it, will show that this one hundred and twenty-one miles of unprofitable work, will more than absorb the profits of the Eastern division. The Western division is worse than worth nothing. Yet the bill requires a large expenditure upon an unfinished railroad between the canal at Blairsville and the Allegheny river at Freeport, in order that the people on the Western division shall not have withdrawn from them any of their present facilities. The finishing up of this link gives those who live upon and near that canal a complete railroad communication with Pittsburgh. The party purchasing, when they conclude to abandon it, are bound to give it to the citizens of the country through which it passes. We are thus, under the several provisions and conditions of this bill, brought to do on to the Columbia railroad as the actual value of the Main Line. The minimum fixed in the bill, is

seven and a half millions, and if the Pennsylvania railroad purchase, an additional million and a half; in consideration of which that company is to be released from the tonnage tax, the tax on her bonds, dividends and property. This is simply the State tax, and leaves the right of the cities, counties, boroughs and townships to tax, as it was. Why fix a minimum of seven and a half millions of dollars in a bill, by the provisions of which it can be shown, no party can afford to give more than four and a half millions? For the simple reason that you could not pass a bill in the House of Representatives at a low minimum. It would undoubtedly have been sounder policy to have offered them without limit at auction, or fixed a bona fide minimum of four and half millions of dollars. But no such bill could pass the House. In the event of the Pennsylvania railroad purchasing the price is nine millions of dollars. What does this additional four millions and a half represent? The first tax that is taken off her is the tonnage tax. Last year the tonnage tax amounted to one hundred and ninety-seven thousand two hundred and ninety-eight dollars and ninety-five cents. We believe this tax to be unsound and vicious in principle; but that part of it we will not argue. At the time that the charter of the Pennsylvania railroad was granted, this tax was imposed to protect the Main Line of the public improvements from the competition of the Pennsylvania railroad. Has the Main Line been injured—has its value been impaired by the extension of the Pennsylvania railroad from Harrisburg to Pittsburgh? We say, no. Modern improvements in New York and Maryland, above and below it, have destroyed its value. The Main Line is better off this day than it would have been if the Pennsylvania railroad had never been built. We will illustrate this fact.
 By the Main Line before the construction of the Pennsylvania railroad, a passenger started from Philadelphia in the morning, and was brought to Harrisburg by noon, then shipped by canal boat to Hollidaysburg, a distance of one hundred and thirty-five miles, at the rate of three and a half miles an hour. In half a day more he was passed over the ten planes on the Allegheny Portage railroad to Johnstown; again transhipped at Johnstown to a boat, and in thirty hours more, found himself at Pittsburgh. The other mode of passenger transportation was by stages over the roughest roads for two hundred miles, from Harrisburg to Pittsburg, at the same rate of three and a half miles an hour. If the Pennsylvania railroad had not been made, of the thousands of passengers weekly, almost daily passing over the Columbia railroad to the western States, and even the western counties of our own State, not a solitary one would at this day have passed over it. This is a fact past all denial. The Baltimore and Ohio, and the New York and Erie railroads would have taken from the Columbia railroad the great throng of through travel that now seeks the west by this route. Has the Pennsylvania railroad injured the Columbia railroad in this respect? The question needs no answer. The State road is a large debtor to the Pennsylvania railroad on this head. She would have been at this day, if it had not been for the extension west, a mere local road, doing a petty local passenger and freight business.
 The same result can be shown in reference to all the light and valuable goods—those that remunerate the carrier best—the profitable kind of freight. Would a pound of it at this day have taken the disjointed line of canal and railroad, and been ten days reaching its destination, when it could pass direct by a railroad both above and below it in two? Why even the Pittsburgh merchants would have become the patrons of the Maryland railroad. The building of the Pennsylvania railroad has saved all this trade to the road owned by the Commonwealth. These are facts that defy contradiction. We now come to the heavy and cheap articles, cotton in bales, tobacco, rice and flour. There was a time when the Main Line transported heavily from the west these articles. Would she have still had this trade if the Pennsylvania railroad had not been built? With the Baltimore and Ohio railroad tapping the Ohio river below Pittsburg would not all these heavy articles have passed east by that route? Would they—could they have passed on to Pittsburg—been re-shipped to a fifty ton canal boat at that point, carried east to Johnstown by the Main Line, then transferred to cars, and passed over the Portage to Hollidaysburg; again transhipped to boats, and boated to Columbia; changed at that point, and again placed on the cars, and transported to Philadelphia? Tapped as the Ohio river is below Pittsburg by our southern rival this freight would all have gone by Baltimore. The handling of these goods on their transit four times between Philadelphia and Pittsburgh, and the great delay and uncertainty upon a broken line of canal and railroad transportation, would have swept all the through trade, light and heavy, passenger and freight, to the Baltimore and Ohio road. The Pennsylvania railroad has saved to the State road even the heavy articles to which canals are now confined, except the local iron and coal trade. If

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 Insurance on Buildings, Furniture, Merchandise, &c., generally. Marine Insurance on Goods and Freight on all parts of the Inland Insurance on Goods, &c., by Rivers, Canals, and Land Carriages, to all parts of the Union, on the most favorable and consistent with security.
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INDEMNITY AGAINST LOSS BY FIRE.
Franklin Fire Insurance Company
 of Philadelphia.
 Office 1634 Chestnut street, near Fifth.
Amount of Assets, \$1,827,185 80
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 Issued agreeably to an act of Assembly, bearing,
 Mortgages, amply secured, \$1,519,932 73
 Estate, (present value, \$109, 89,114 18
) cost, 89,114 18
 (present value, \$83,881 12,) 71,292 97
 &c., 64,121 56
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 Capital or Limited Insurances made on every description of property, in Town and Country, as low as are consistent with security.
 After their incorporation, a period of twenty years, they have paid over Three Millions Dollars' losses by fire, thereby affording every advantage of Insurance, as well as the ability and disposition to meet with promptness all liabilities.
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 Esq., Lewistown. mar19

HATS, CAPS & STRAW GOODS
 For the People,
 AND THE PEOPLE'S CHILDREN.
RUDISILL,
 217 Market street, Lewistown, opposite the Post Office, has just returned from the city with a large and elegant stock of Fashionable HATS, CAPS, STRAW GOODS,
 suitable for spring and summer wear, notwithstanding the advance of almost everything else, he will dispose of at low prices. His store has been fitted up with large stock of glass fronts, so that the stock can be viewed at a glance.
 He will manufacture to order any description of hats, (having the best of workmen in his employ and an abundant supply of material,) and his extensive stock full to furnish a suitable article. Parents are especially invited to examine his variety of Children's Hats and Caps, comprising a first rate stock, from which they can make choice to please themselves.
 Omnish friends will find they are not forgotten, and they may rest assured of finding an article to their taste, or can have one made at notice.
 Grateful for the patronage heretofore so liberally extended to him, he solicits his friends to those indebted to square up and begin on their neighboring counties, to take a look at him in the evening.
N. J. RUDISILL.

Best Window Shades, as low in price
 as the common muslin shades, and far superior in beauty; buff and green Muslin shades, 20, 26 & 32 sizes, Flowered Landscapes, and painted Muslin shades from 75 cents to \$2 per pair, for sale by
F. G. FRANCISCUS.