

LEWISTOWN GAZETTE

PRINTED AND PUBLISHED BY GEORGE FRYSSINGER, LEWISTOWN, MIFFLIN COUNTY, PA.

Whole No. 2635

WEDNESDAY, NOVEMBER 30, 1861.

New Series--Vol. XVI, No. 4

Robert H. missing

The Gems of...
THIS is no humbug, but a practical treatise on the pictures taken by Mr. Burkholder are unsurpassed for BOLDNESS, TRUTHFULNESS, BEAUTY OF FINISH, and DURABILITY. Prices varying according to size and quality of frames and Cases. Room over the Express Office. Lewistown, August 23, 1860.

DR. J. LOCKE,
OFFICE on East Market street, Lewistown, adjoining F. G. Francis' Hardware Store. P. S. Dr. Locke will be at his office the first Monday of each month to spend the week. my31

DR. A. J. ATKINSON,
HAVING permanently located in Lewistown, offers his professional services to the citizens of town and country. Office West Market St., opposite Eisenberg's Hotel. Residence one door east of George Blymyer. Lewistown, July 12, 1860-1f

Dr. Samuel L. Alexander,
Has permanently located at Milroy, and is prepared to practice all the branches of his Profession. Office at Swinehart's Hotel. my4-1y

EDWARD FRYSSINGER,
WHOLESALE DEALER & MANUFACTURER OF
CIGARS, TOBACCO, SNUFF,
&c., &c.,
LEWISTOWN, PA.
Orders promptly attended to. jels6

GEO. W. ELDER,
Attorney at Law,
Office Market Square, Lewistown, will attend to business in Mifflin, Centre and Huntingdon counties. my26

NEW REMEDIES FOR SPERMATORRHEA,
HOWARD ASSOCIATION, PHILADELPHIA. A Discolored Institution established by special Endowment for the Relief of the Sick and Distressed, afflicted with Venereal and Chronic Diseases, and especially for the Cure of Diseases of the Sexual Organs. MEDICAL ADVICE given gratis, by the Acting Surgeon. VALUABLE REPORTS on Spermatorrhoea, and other diseases of the Sexual Organs, and the NEW REMEDIES employed in the Dispensary, sent in sealed envelopes, free of charge. Two or three stamps for postage acceptable. Address, DR. J. SKILLIN BOUTWORTH, Howard Association, No. 28, Ninth St., Philadelphia, Pa. jels6

A. FELIX,
HAVING in connection with his Grocery and Notion business, commenced the Manufacturing of Confectionery,
in its various branches, and employed a practical workman, notifies the public that he intends to keep a well assorted stock of the above goods on hand, which will be warranted to give satisfaction, and be equal to any Confectioneries that can be bought from any eastern city, which he offers to wholesale merchants and retailers at city prices, with cost of carriage. He therefore solicits the custom of the surrounding country, and requests them to send in their orders or call and examine his goods, which will satisfy all that they can be accommodated with a selection which will recommend itself. my28

FRUIT STANDS and without covers.
Butter Dishes
Sugar Bowls, Goblets and Preserve Dishes.
Pitchers and Tumblers. All to be sold at the lowest figure by
J. H. ZERBE.

1000 STONE Fruit Jars, best in use,
at prices cheaper than has ever been offered, at Zerbe's Grocery and Stone-ware depot. jyl0

Large Stock of Furniture on Hand.
A. FELIX is still manufacturing all kinds of Furniture. Young married persons and others that wish to purchase Furniture will find a good assortment on hand, which will be sold cheap for cash, or country produce taken in exchange for same. Give me a call, on Valley street, near Black Bear Hotel. feb 21

LUMBER! LUMBER!
A LARGE and complete assortment of Lumber for sale cheaper than the cheap est, by
P. G. FRANCIS.

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The Gems of...
There were the Pottsville boys,
There were the Lehigh boys,
All eight five hundred.
No arms but what nature gave,
They stemmed "Secession's" wars,
Just on the brink of the gray.
All the world wondered.
Down through the murderous crowd,
Who hurled curses deep and loud,
But not a word spoke they aloud,
The gallant five hundred.

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in good readers. It is not an practice with teachers, to re-pupils to commit to memory in the preliminary exercises, and read over the illustrations. This is done with a vague was the author's design to have les and examples used, and no of accomplishing that design elf. In the ordinary reading is customary for the pupils to yerse, one after another, with-ther instruction than that cer-should be differently pronoun-frequently even this infini-cism is omitted. No effort is art a clear comprehension of id pupils in giving fuller, nicer y a better use of inflections, d modulation.

ON GUARD.
At midnight, on my lonely bed,
When shadows wrap the wood and lea,
A vision seems my view to greet
Of one at home that prays for me.

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of the eternity of matter. Yet light was material, and heaven was represented as filled with light. Nor was there a single expression in the Scriptures to prove the non eternity of matter. Matter was not necessarily contaminating. When Adam was in his holy (innocent) state, the place of his dwelling had been material. In the description of what heaven is, and what it is not, in its moral aspect, the speaker was eloquent, evincing extraordinary imaginative and lingual powers. Having disposed of the what, he next proceeded to consider the where of the inter-rogatory. It was, he said, natural for the mind to long to know whether departed friends and loved ones had gone. Somehow or other, we were impressed by instinct and education that heaven was far off—a place very remote from the earth; and yet he did not doubt that if we had eyes to see them, we should discover spiritual beings, good and bad, mingling around us in proximity to those messengers of love sent forth to minister to those who are called to be heirs of salvation; albeit, the heaven where Christ dwells was doubtless the special abode of the latter. This heaven we must believe was above all other heavens. We must of course keep in view the fact that above and below, on this planet, or any other, are relative terms. By 'up' was simply meant distance away from the earth on a line drawn from its centre; and by the word down was meant the exact opposite, or distance towards its centre.

MORAL & RELIGIOUS
What and Where is Heaven—and Other Reflections.

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NEWS FROM THE GREAT FLEET.
The Official Despatches.
The following are the official despatches to the Navy Department:
UNITED STATES FLAG SHIP WABASH,
OFF HILTON HEAD, PORT ROYAL HARBOR,
November 6th, 1861.
Hon. Gideon Welles, Secretary of the Navy:
Sir—The Government having determined to seize and occupy one or more important points upon our Southern coast, where our squadron might find shelter, possess a depot and afford protection to loyal citizens, committed to my discretion the selection from among those places which it thought most available and desirable for these purposes. After mature deliberation, aided by the professional knowledge and great intelligence of the Assistant Secretary, Mr. Fox, and upon taking into consideration the magnitude of the joint naval and military expedition had been extended, to which you have called my attention, I came to the conclusion that the original intentions of the department, if first carried out, would fall short of the expectations of the country and of the capabilities of the expedition, while Port Royal, I thought, would meet both in a high degree. I therefore submitted to Brigadier General Sherman, commanding the military part of the expedition, this modification of our earliest matured plans, and had the satisfaction to receive his full concurrence, though he and the commanders of the brigades very justly laid great stress upon the necessity, if possible, of getting this frigate into the harbor of Port Royal. On Tuesday, 29th October, the fleet under my command left Hampton Roads, and with the army transports numbered fifty vessels. On the day previous I had despatched the coal vessels, twenty five in all, under convoy of the Vandalia, Commander Haggerty, to rendezvous off Savannah, not wishing to give the true points. The weather had been unsettled in Hampton Roads, though it promised well when we sailed, but off Hatteras it blew hard. Some ships got into the breakers, and two struck, but without injury. On Friday, 1st November, the rough weather soon increased into a gale, and we had to encounter one of great violence from the southeast, a portion of which approached to a hurricane. The fleet was utterly dispersed, and on Saturday morning one sail only was in sight from the deck of the Wabash. On the following day the weather moderated, and the steamers and ships began to re-appear. Orders, not to be opened except in case of separation, were furnished to all the men-of-war by myself, and to the transports by Brigadier General Sherman. As the vessels required reports came of disasters. I expected to hear of many, but when the severity of the gale and the character of the vessels are considered, we have only cause for great thankfulness. In reference to the men-of-war, the Isaac Smith, a most efficient and well armed vessel for the class purchased, but not intended to encounter such sea and wind, had to throw her formidable battery overboard to keep from foundering, but thus relieved, Lieut. Commanding Nicholson was enabled to go to the assistance of the chartered steamer Governor, then in a very dangerous condition, and on board of which was our fine battalion of marines, under Major Reynolds. They were finally rescued by Capt. Ringgold in the Sabine under difficult circumstances, soon after which the Governor went down, and I believe seven of the marines were drowned by their own imprudence. Lieut. Commanding Smith's conduct in the Isaac Smith has met with my warm commendation. The Peerless, transport, in a sinking condition, was met by the Mohican, Commander Gordon, and all the people on board, twenty-six in number, were saved under very perilous circumstances, in which Lieut. W. Miller was very favorably noticed by his commander. On passing Charleston I sent in the Seneca, Lieut. Commanding Amman, to direct Capt. Lardner to join me with the steamer Susquehanna off Port Royal without delay. On Monday, at eight o'clock in the morning, I anchored off the bar with some twenty five vessels in company, many more being in sight. The department is aware that all the aids to navigation had been removed, and the bar lies ten miles seaward, with no features on the shore line with sufficient prominence to make any bearings reliable. But, to the skill of Commander Davis, the Fleet Captain, and Mr. Boutelle, the able assistant of the coast survey, in charge of the steamer Vixen, the channel was immediately found, sounded out and buoyed. By three o'clock I received assurances from Capt. Davis that I could send forward the lighter transports, those under eighteen feet, with all the gunboats, which was immediately done, and before dark they were securely anchored in the roadstead of Port Royal, South Carolina. The gunboats almost immediately opened their batteries upon two or three Rebel steamers, under Commodore Tatnall, instantly chasing him under the shelter of their batteries. In the morning Commander John Rogers, of the United States steamer Flag, temporarily on board this ship, and acting on my Staff, accompanied Brigadier Gen. Wright, in the gunboat Ottawa, Lieutenant Commanding Nicholson, made a reconnaissance in force, and drew the fire of the batteries on Hilton Head and Bay Point, sufficiently to show that the fortifications were works of strength and scientifically constructed. In the evening of Monday Capt. Davis and Mr. Boutelle reported water enough for the Wabash to enter in.

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Sir—The Government having determined to seize and occupy one or more important points upon our Southern coast, where our squadron might find shelter, possess a depot and afford protection to loyal citizens, committed to my discretion the selection from among those places which it thought most available and desirable for these purposes. After mature deliberation, aided by the professional knowledge and great intelligence of the Assistant Secretary, Mr. Fox, and upon taking into consideration the magnitude of the joint naval and military expedition had been extended, to which you have called my attention, I came to the conclusion that the original intentions of the department, if first carried out, would fall short of the expectations of the country and of the capabilities of the expedition, while Port Royal, I thought, would meet both in a high degree. I therefore submitted to Brigadier General Sherman, commanding the military part of the expedition, this modification of our earliest matured plans, and had the satisfaction to receive his full concurrence, though he and the commanders of the brigades very justly laid great stress upon the necessity, if possible, of getting this frigate into the harbor of Port Royal. On Tuesday, 29th October, the fleet under my command left Hampton Roads, and with the army transports numbered fifty vessels. On the day previous I had despatched the coal vessels, twenty five in all, under convoy of the Vandalia, Commander Haggerty, to rendezvous off Savannah, not wishing to give the true points. The weather had been unsettled in Hampton Roads, though it promised well when we sailed, but off Hatteras it blew hard. Some ships got into the breakers, and two struck, but without injury. On Friday, 1st November, the rough weather soon increased into a gale, and we had to encounter one of great violence from the southeast, a portion of which approached to a hurricane. The fleet was utterly dispersed, and on Saturday morning one sail only was in sight from the deck of the Wabash. On the following day the weather moderated, and the steamers and ships began to re-appear. Orders, not to be opened except in case of separation, were furnished to all the men-of-war by myself, and to the transports by Brigadier General Sherman. As the vessels required reports came of disasters. I expected to hear of many, but when the severity of the gale and the character of the vessels are considered, we have only cause for great thankfulness. In reference to the men-of-war, the Isaac Smith, a most efficient and well armed vessel for the class purchased, but not intended to encounter such sea and wind, had to throw her formidable battery overboard to keep from foundering, but thus relieved, Lieut. Commanding Nicholson was enabled to go to the assistance of the chartered steamer Governor, then in a very dangerous condition, and on board of which was our fine battalion of marines, under Major Reynolds. They were finally rescued by Capt. Ringgold in the Sabine under difficult circumstances, soon after which the Governor went down, and I believe seven of the marines were drowned by their own imprudence. Lieut. Commanding Smith's conduct in the Isaac Smith has met with my warm commendation. The Peerless, transport, in a sinking condition, was met by the Mohican, Commander Gordon, and all the people on board, twenty-six in number, were saved under very perilous circumstances, in which Lieut. W. Miller was very favorably noticed by his commander. On passing Charleston I sent in the Seneca, Lieut. Commanding Amman, to direct Capt. Lardner to join me with the steamer Susquehanna off Port Royal without delay. On Monday, at eight o'clock in the morning, I anchored off the bar with some twenty five vessels in company, many more being in sight. The department is aware that all the aids to navigation had been removed, and the bar lies ten miles seaward, with no features on the shore line with sufficient prominence to make any bearings reliable. But, to the skill of Commander Davis, the Fleet Captain, and Mr. Boutelle, the able assistant of the coast survey, in charge of the steamer Vixen, the channel was immediately found, sounded out and buoyed. By three o'clock I received assurances from Capt. Davis that I could send forward the lighter transports, those under eighteen feet, with all the gunboats, which was immediately done, and before dark they were securely anchored in the roadstead of Port Royal, South Carolina. The gunboats almost immediately opened their batteries upon two or three Rebel steamers, under Commodore Tatnall, instantly chasing him under the shelter of their batteries. In the morning Commander John Rogers, of the United States steamer Flag, temporarily on board this ship, and acting on my Staff, accompanied Brigadier Gen. Wright, in the gunboat Ottawa, Lieutenant Commanding Nicholson, made a reconnaissance in force, and drew the fire of the batteries on Hilton Head and Bay Point, sufficiently to show that the fortifications were works of strength and scientifically constructed. In the evening of Monday Capt. Davis and Mr. Boutelle reported water enough for the Wabash to enter in.

NEWS FROM THE GREAT FLEET.
The Official Despatches.
The following are the official despatches to the Navy Department:
UNITED STATES FLAG SHIP WABASH,
OFF HILTON HEAD, PORT ROYAL HARBOR,
November 6th, 1861.
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