Levi Bartlett, of Warner, New Hamp-ire, writes to the Agricultural Depart-ient as follows, concerning provisions for teams, it is said: "It is a matter of so great importance that a full supply of water by the roadside be provided for teams, at intervals of at least an hese permanent watering troughs, and our on the cross roads. The owners reour on the cross roads. The owners receive from the town treasury two dollars each, annually. I think every tax-payer in the town is perfectly satisfied with the arrangement. Two of the troughs are supplied with water by lead or wooden pipes, the others are supplied from permanent springs issuing from the base of hills, near the roadside, in

How to Kill Lice on Cattle. A correspondent in the Country Gen-man dissolved about a pint of strong soft soap in a pail of warm, soft water and saturated the whole surface of a lousy cow's body with it; after about lousy cow's body with it; after about thirty minutes, repeated the operation, and in thirty minutes longer took a pail of clean, warm water and quickly and thoroughly washed out all the soap water and dead lice in large quantities, put her in a warm stable, and covered her with a dry blanket. The next day, after being thoroughly dried, she looked and seemed to feel like a new animal, was the model of the deal was a minus of the state of the like and the constitution of the like and more than doubled her quantity of milk within twenty four hours, and imme-diately commenced gaining flesh and general thriftiness.

It is well known that eggs which it is designed to set for chickens are injured by transportation by railway, and we constantly see complaints of ill success

OXFORD AND HANOVER JUNCTION RAIL-ROAD, -A large and enthusiastic meeting of the friends of the proposed railroad from Oxford to Hamover Junction, was held at Oxford to Hanover Junction, was held at the Union Hotel, Lancaster county, on Saturday last, the 28th ult. Sanders McCullough was called to the chair, and S. B. Russell chosen Secretary. Henry Wood, Esq., President of the P. & B. C. R. R. Co., presented the Engineer's report.—He read extracts therefrom, stating the entire practicability of both routes and showing that neither possessed any very decided advantages over the other. Mr. Wood argued that whilst there would be no material difference in the cost of the two routes, the more northerly one, from the fact of its traversing an entirely new country, would give accommodation to a for teams, at intervals of a average of five miles, that the subject should no longer be neglected, but a provision for securing a supply should be made in the country roads laws. I am happy to say that such a provision has been made by our State laws. In the town where I reside, (Warner, New Hampshire,) there are on the main ravelled road through the the town 4 of the first paying road. He intimated that the choice of the upper route would besatisfactory to the company of which he was a representative. representative.
It being evident that the work of obtaining subscriptions was very much retarded by not having any particular route in view, conotion was made to adopt the northern o. The motion was carried unanimou one. The motion was carried unanimously. This route is the one connecting with
the P. & B. C. R. R. at Oxford, and passing
near Hopewell, Pine Grove, King's Bridge,
Smedley's Mill, Centerville and along Fishing Creek.
S. G. Boyd, Esq., of York county, was
then introduced, and made some foreible
and telling remarks. He referred to what
had been done upon the York county end
of the line. They had raised \$100,000 without knowing who was to control the road or Such is the temperature e spring waters, that there is no ouble with ice in our coldest winters.

dends.
There were but few present who did not subscribe more or less to the road; and altogether the meeting was an carnest indication of final success. Another meeting is called for Friday, June 10th, at 1 o'clock constantly see complaints of ill success in the agricultural papers.

Now eggs can be transported to almost any distance by rail, if instead of being carried on the floor of the car as they generally are, they are suspended in a box or basket so that they are not so much subject to the jar of the rail. If bone up from the top of the car, or on the car as the

they generally are, they are suspended in a box or baskets so that they are not so much subject to the jur of the rail. If hung up from the thop of the car, or on the hat rack, if taken in the passenger car, they will escape injury and hatch about as well as ever.—Mossachuse(ts Poughman.

Taxation in Contrast.

The London Tones has copied from an American paper, as a warning and example, an account of the axes afree American is able to pay on what he wears, from silk hat to shoe-tap—on everything, at least, that he does not sanuggle. It must be a great satisfaction to a man when he puts on his clothes, article after article, to think how much ho is doing for his country. There is no such comfort to an Englishman and have how his patriotism.

The London of the fall of the vital educational lopies of the does not sanuggle. It must be a great satisfaction to a man when he puts on his clothes, article after article, to think how much ho is doing for his country. There is no such comfort to an Englishman and have have a smoke himself bilind or get tipsy to fairly show his patriotism.

The London Tones has copied from an an understance of the state which has ever been seen in the history of the state which has ever been seen in the history of the such after a bender caused by this occurred had have a supplement of the comfort and convenity that the does not sanuggle. It must be a great satisfaction to a man when he puts on his clothes, article after article, to think how much ho is doing for his country. There is no such comfort to an Englishman has accommodations. The usual rail-road pranagements will be made by Mr. C. H. Harding, of Philadelphia.

The London Tones has copied from an harding the arrangements and friends of the State which has ever been seen in the history of the such after the more and friends of the State which has ever been seen in the history of the such after the more shown an obstinct the human frame to tortures equalling the human frame to tortures equalling the human frame to tortures equalli

the, Rockaway Fans, or hand power, and warranted to bushel of apples per minute by horse power.

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25 All Machines manufactured at this establishment are Warranted to give satisfaction, and are made from the best material, and in workman-like manner.

SAMUEL KEELER,

Proprietor, when the harsh voice of one of the committee gentlemen ordered her to take it away
again or he would throw it among the
crowd. The hady burst into tears, but was
compelled to obey.

A fraces that at one time bid fair to assume the proportions of a riot took place
this afternoon on the Virginia side of the
Aqueduct bridge immediately after the
coremonies at Arlington were over. A
callision occurred between a white num. coremonies at Arlington were over. A collision occurred between a white man and a negro, into which the hystanders were drawn, until the fight became general, and from a private quarrel between two individuals it threatened to become ascrious a difficulty between the two opposing political factions—the Bowen and Emery men. Stones and Clubs were used, pistols were used drawn, and several persons were severely injured.

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What Becomes of the Money?

What is done with the vast sums of money not only appropriated to the Navy Department, but expended by it without appropriation and in defiance of law? What becomes of it? There are 719 vessels in the British navy; there are only 263 vessels in our navy. In our navy are only 8,500 men; in the British, 63,000 men. Yet the estimates sent in to Congress for our Navy Department his year amount to \$28,205,671, while for the British navy last year the estimate was only \$49,883,000. Why is it that the, navy of the United States costs from three to four times as much per man enlisted as that of Great Britain?

It costs the American taxpavers \$15,1.10 for ton to maintain the ever sickly tonnage of their navy; the British may costs only \$32,66 per ton. It costs us \$600 per man per amount to keep our navy arloat, to keep it and been done upon the York county end of the line. They had raised \$100,000 with from the many in the Eritish may costs only strength about it. When they shall have elected for directors men whom they know and can trust, their subscriptions will be doubted. He referred to the superior advantages and wealth of Lancaster and Chester counties, and appealed to our citizens not better the pointed out the advantages of a railroad and the such a purpose does not 20 out of the count of the county such a purpose does not 20 out of the county such a purpose does not 20 out of the county such a purpose does not 20 out of the county and the life of the permanent enhancement of the progress, the farmer finds at his own door a readymarket for every thing his farm progress, the farmer finds at his own door a readymarket for every thing his farm progress, the farmer finds at his own door a readymarket for every thing his farm progress, the farmer finds at his own door a readymarket for every thing his farm progress, the farmer finds at his own door a readymarket for every thing his farm progress, the farmer finds at his own door a readymarket for every thing his farm progress, the farmer finds at his own door a readymarket for every thing his farm progress, the farmer finds at his own door a readymarket for every thing his farm progress, the farmer finds at his own door a readymarket for every thing his farm progress, the farmer finds at his own door a readymarket for every thing his farm progress, the farmer finds at his own door a readymarket for every thing his farm progress, the farmer finds at his own door a readymarket for every thing his farm progress, the farmer finds at his own door a readymarket for every thing his farm progress, the farmer finds at his own door a readymarket for every thing his farm progress, the farmer finds at his own door a readymarket for every thing his farm progress, the farmer finds at his own door a readymarket for every thing his farm progress, the farmer finds at his own door the progress alsh the best quality of WAION, CART and MUGOY HUSS, and SPOKES of all sizes fand kinds, finished ready for driving, and dry or part dry. Also, heavy White Oak Spokes for Wagons or Carls. Buying none but the best Spilt Spokes, he ically curses the tax-payers of this countries in their Navy Department, would fling Minister out of office not only, but in

> can Gen. Grant escape the penalty of th obstinate and determined maladministration of one of the great Departments of the Government.—N. Y. Sun.

biding social ruin and infamy in history

for, under our looser and weaker for

obert Boyer and Mary L. Emery, Adminis-trators of John Emery. enry Shoek, Administrator of Harriet Kline epiten Wiggins and John Strohm, Adminis-trator of Elizabeth Seesholtz. Sheirk, Administrator of Susannah ohn Fry, Guardian of Sarah Fry, (now Sara) ev. E. Y. Buchanan and H. B. Swarr, Executors of Hon. James Buchanan. oes of Hon. James Buchanan. seph Mishler and Cyrus Ream, Executors of John Mishler a Mishier. es Denues, Administrator of Catharin Firestine, Administrator of Catharine Firestine, Charles Shippen, John Shippen and Richard Shippen, Executors of Robert Shippen, Levi Huber, Administrator of Ann Shaub, Hearry H. Sioner and Samuel Stoner, Executors of Henry Stoner, Sarah Fry, Curtis Fry and Georgo H. Fry, Administrators of Daniel Fry, Ohn B. Herr and Daniel Herr (Paquea), Administrators of Henry Hess. Henry Heidlebaugh, Administrator of Sarah Gall. lenry F. Herr, Administrator of John W. Witmer. Weit and Urlas Fassmeht, Administrait. id Samuel Gibson, Exect rioson and Samuel Glison, Execu-lantes Gibson, Eler and Benjamin B. Shelley, Execu-Ann Metzier, ong, surviving Executor of Jaco

bill. S. Kauffman and D. S. Kauffman, Executors of John Kauffman. braham M. Hess, Executor of John B. Warici. Izabeth Herr and Jacob Hoak, Administra-tors of Isaac S. Herr. a Gerber, Executor of Christian Gerher. ary E. Seldomridge, Adveluistratrix of Jacob Seldomridge, deceased, who was Adminis-trator with the Will annexed of Samuel Seltrator with the wor annexes of the domridge.

billip Lutz and Lewia Lutz, Executors of Philip Lutz.

ohn Hendel, George Hendel and Henry By Hendel, Executors of Levi Hendel.

b. F. Rowe, Administrator of Harrier Stiver, loseph H. Scivert, Executor of Elizabeth Ehr-Joseph H. Scivert, Executor of Elizabeth Ehr-man. B. F. Shaub, Administrator cum testamento annexo, of John Wade. I. K. Smaling and Reuben Daveler, Adminis-trators of John Daveler, adminis-trators of John Daveler, administrator of Peter Bru-bacher. bacher, leorge Kready and Jacob B. Kready, Admin-strators of George Kready, lartin Musser, Guardian of John W. High, 'm. Steacy, Surviving Administrator of Da-vis Gyger. vis Gyger. acob Engle, Guardian of Fanny Long. seeph Frantz, Guardian of A. W. Martin. I. M. Brubaker and Elizabeth Brubaker, Ad-ministrators of bavid Brubaker. acob F. Gable, Surviving Executor of Wm. argaret A. Shertz, Administratrix of Lewis A. Shertz. ick IJ. Ankrim, Guardian of Christian P King. enry Shenk and Benjamin Neff, Administrators of Henry Shenk.
dward McGovern and John J. Rooney, Executors of Thomas Rooney,
dam Rutter, Administrator of George Rutter,
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Inversity of Virginia, the bar of Nelson couny, and Albermark. J. W. F. SWIFT, No. 13 North Dakest, Lancaster, which existed between Robert A. Evans Patrick McEvoy, Henry Carpenter and Samue H. Reynolds, Bankers, doing business a Evans, McEvoy & Co., in Lancaster city, having been dissolved by the death of Patrick McEvoy—the undersigned will continue to conduct the Banking Business as heretofore from this date under the name and style of R. A EVANS & CO. ROBERT A. EVANS, HENRY CARPENTER, SAML. H. REYNOLDS.
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