

Juniata



Sentinel.

H. M. Wilcox

[THE CONSTITUTION—THE UNION—AND THE ENFORCEMENT OF THE LAWS.]

EDITOR AND PUBLISHER

W. H. WILCOX,
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JOB WORK.—The prices of JOB WORK, for thirty Bills, one-eight sheet, \$1.25; one-fourth, \$2.00; one-half, \$3.00; and additional numbers, half price—and for Blanks, \$2.00 per quire.

Business Cards.

JEREMIAH LYONS,
Attorney-at-Law,
Mifflintown, Juniata County, Pa. Office on Main street South of Bridge str. et.

WILLIAM M. ALLISON,
Attorney at Law,
and
Notary Public.
Will attend to all business entrusted to his care. Office on Main Street, Mifflintown, Pa.

JOHN T. L. SAHM,
Attorney-at-Law,
MIFFLINTOWN, JUNIATA COUNTY, PA.

OFFERS his professional services to the public. Prompt attention given to the prosecution of claims against the Government, collections and all other business entrusted to his care. Office in the Odd Fellows' Hall, Bridge Street, Sept. 20, 1865.

W. H. WILCOX,
AUCTIONEER
The undersigned offers his services to the public as Vendue Officer and Auctioneer. He has had a very large experience, and feels confident that he can give satisfaction to all who may employ him. He may be addressed at Mifflintown, or found at his home in Persimmon township. Orders may also be left at Mr. Wills' Hotel.
Jan. 25, 1864. **WILLIAM GIVEN.**

MILITARY CLAIMS.
THE undersigned will promptly attend to the collection of claims against either the State or National Government, Pensions, Back Pay, Bounty, Extra Pay, and all other claims arising out of the present or any other war, collected.
JEREMIAH LYONS,
Attorney-at-Law,
Mifflintown, Juniata Co., Pa. [Seal]

NEW TOBACCO STORE.—Just received at Barnes' Cigar and Tobacco Store, a fresh supply of pure Yara Cigars and Tobaccos.
Best Navy \$1.00 per lb
2nd90 ..
3rd80 ..
Cocoa Gold Bar 1.40 ..
Granola 1.40 ..
The best brands of Fine Cut Louse and in full, and all kinds of Bright Tobacco at reduced prices. The lovers of good chewing and smoking tobacco are respectfully invited to call and examine my stock.
June 20-47. **A. T. BARNES.**

NEW ARRANGEMENT.—The undersigned finding it impossible with one Market Car, to supply their customers, have purchased another, and are now prepared to furnish marketing regularly twice a week after the 1st of August. One Car will arrive in Patterson every Wednesday evening, the other will arrive every Friday evening. We wish it distinctly understood we will do nothing but a strictly cash business in future. Persons ordering goods regularly every week are expected to pay promptly each trip—one car will leave Patterson for Philadelphia every Monday morning, the other will leave every Wednesday morning.
July 25-47. **HOLLOBAUGH & ROWE.**

DENTAL CARD.
R. M. KEEVER, DENTAL SURGEON
TAKES this method of informing his friends in Juniata county, that owing to the reasonable good success he has met with, during the few months he has been practicing his profession in said county, he feels warranted in making stated visits to Mifflintown and McAlisterville. The first Monday of each month Mr. Keever may be found at the Juniata Hotel, Mifflintown, to remain two weeks. The third Monday, at McAlisterville, to remain during the week. Teeth inserted on VULCANITE, GOLD & SILVER. TEETH FILLED and extracted in the most approved manner, and with the least possible pain.
Strict attention given to diseased gums, &c. All work warranted. Terms reasonable.
January 24, 1866-47.

JOSEPH S. DELL,
CLOTHIER
NO. 43 NORTH THIRD STREET, PHILADELPHIA.
Clothing superior to any other establishment in the City and at lower prices. Merchants will find it to their advantage to call. All goods warranted. Presented by J. K. Swayer.
[Nov. 7-17]

WESTERN LAND AGENCY.—C. G. Grier, Lancaster, Wisconsin, will buy and sell REAL ESTATE, and pay Taxes for nonresidents, to those desiring to locate in the West, can obtain cheap Homes and good water power in prosperous localities by consulting him—reference given if required.
Jan. 31-17.

NEW FAMILY

SEWING MACHINE.

THE superior merits of the "Singer" Machines over all others, for either family use or manufacturing purposes, are so well established and so generally admitted, that an enumeration of their relative excellencies is no longer considered necessary.

OUR NEW FAMILY MACHINES,

which has been over two years in preparation, and which has been brought to perfection regardless of time, labor or expense, and is now confidently presented to the public as incomparably the best Sewing Machine in existence.
The Machine in question is simple, compact, durable and beautiful. It is quiet, light running, and capable of performing a range and variety of work never before attempted upon a single Machine,—using either Silk, Twist, Linen or Cotton Thread, and sewing with equal facility the very finest and coarsest materials, and anything between the two extremes, in the most beautiful and substantial manner. Its attachments for hemming, braiding, cording, tucking, quilting, felling, trimming, binding, etc., are novel and practical, and have been invented and adjusted especially for this Machine.
Machines always kept on hand at my Tailoring Establishment, second street, Schott's, Frow & Parker's Store, Bridge street, Mifflintown, Pa., for the inspection of the public, and for sale at the most reasonable prices.
Machine Cotton, Needles, Thread, Oil, &c., and everything pertaining to this Machine constantly kept on hand for sale.
WILLIAM WISE, Agent.
Mifflintown, Jan. 16, 1867-ly.

MIFFLIN COUNTY WAGON MANUFACTORY.

WE the undersigned beg leave to inform our customers and friends in this and adjoining counties, that we have enlarged our shop, and by the addition of Steam Power, are prepared to do work at the shortest possible notice.
We are constantly manufacturing and make to order, every description of Coaches, Carriages, Buggies, Sulkeys, Wagons, &c., also Family and York cutter sleds. We are also prepared to manufacture Road Wagons—from one to four horse.
Having been working at the business for a number of years ourselves, and employing none but the best of workmen, we flatter ourselves that our work cannot be surpassed for neatness and durability; in this or adjoining counties.
We always keep on hand from twenty to thirty sets, of best second growth, Jersey Hickory Spokes, in order to make durable wheels. And will warrant our work for any reasonable time.
Sleighs and Buggies re-painted with neatness and dispatch. All other repairing heavy or light will receive strict attention. Come and examine our stock and work before purchasing elsewhere. Don't forget the name, **HUFFELFINGER & CRISWELL,**
Corner of the Pike & Cedar Spring road, June 27-47.

NEW CLOTHING EMPORIUM

IN MIFFLINTOWN,

In Wilson's Brick Store Room, on the North-west Corner of Bridge and Water Streets.

THE undersigned would respectfully announce that they have opened in the above well-known stand a very fine and select assortment of **READY-MADE CLOTHING,** consisting in part of:
COATS, VESTS, TROUSERS, COLLARS, DRAWERS, HATS, BOOTS, SHOES, &c.
Our stock is composed of **ENTIRELY NEW GOODS,** and all who desire any article in our line would do well to call and examine our stock before purchasing elsewhere. Doing a business for a **Quarter of a Century,** we are enabled to sell goods at a very low figure. Close cash buyers would do well to examine our stock. We respectfully solicit a share of public patronage
Nov. 7, 1866-47 **LONDON & JACKMAN.**

JACOB BEIDLER,

Dealer in Drugs, Medicines, &c.

WOULD respectfully inform the citizens of Mifflintown and surrounding country that he has just received from the east a large and well selected assortment of **Drugs, Medicines, Chemicals, Pure Wines and Liquors,** for medicinal purposes only, and a general assortment of everything pertaining to his business.
Physicians orders promptly filled at a small advance on eastern wholesale prices.
Prescriptions carefully compounded at his Store, at Rollman Brothers' old stand, Main street, two doors west of Bedford's store, Mifflintown, Pa. [Jan. 23, 1867-17]

COAL AND LUMBER YARD.

The undersigned begs leave to inform the public that he keeps constantly on hand a large Stock of Coal and Lumber. His stock embraces in part, Store Coal, Smith Coal and Lime-burners Coal, at the lowest cash rates.
Lumber of all kinds and quality, such as White Pine Bark, two inches, do 1 1/2 White Pine Boards, 1 inch, do one-half inch, do Pine-worked Flooring, Hemlock Boards, Scantling, Joists, Roofing Lath, Plastering Lath, Shingles, Striping, Sash and Doors.
Coal and Lumber delivered at short notice. Persons on the East side of the River can be furnished with Limeburners Coal, &c., from the coal yard at Tysons Lock.
aug 16-ly **GEORGE GOSHEN.**

BUY THE BEST—Samuel Strayer, of Patterson, is the authorized Agent for the sale of the

EMPIRE SEWING MACHINE,

and also for
THE WILCOX & GIBBS.

These are the two best Machines manufactured.
Persons wishing to purchase should call at Hecht & Strayer's Store, in Patterson, and examine for themselves.
SAMUEL STRAYER, Agent.
Jan. 9, 1867

Select Poetry.

"ONLY."

Only a withered rose-bud!
But she wore it in her hair,
When she, in glorious beauty,
Was like the rose-bud fair;
Was like the flowrets wither
In dewy morning tide,
With all their sweetness round them,
So she, fair rose-bud, died,
And now, alas! she's sleeping
Where the rose-tree's earliest bloom
Scatters its fragrant tear-drops,
In sorrow o'er her tomb.

Only an old time ballad!
But a song she used to sing;
Though worthless, perhaps, to others,
To me a sacred thing.
Ah! that grave! in it the music
Of my heart lies buried deep;
Since that sunny summer morning
When they laid her there to sleep.
Oh! the long, long years I've waited!
Oh! the years that yet may come!
Ere I join the sweet-voiced singer
In our Father's happy home.

Only a few old letters!
Yellow and dim with years;
But of this faded writing
Bath been baptized with tears.
For she, whose dear hand wrote them,
Lies 'neath the churchyard sod;
Up in the stony heavens
Her spirit lives with God.
Oh! that those gates would open,
And she, with unstretched hand,
Would lead me to the grotto
Of the far-off better land.

Miscellaneous Reading.

REMARKS OF

HON. L. W. HALL,

SPEAKER OF THE SENATE,

In favor of a Free Railroad Law, and against the amendments made to the bill by the Railroad Committee of the Senate.

MR. HALL. Mr. Speaker, I did not intend, when I made a few remarks on this bill the other day, to occupy the attention of the Senate any further in regard to it. When repeated votes showed from eighteen to twenty in favor of it, and from eleven to sixteen against it, I supposed that the minds of Senators were made up, and that we would not be warranted in taking up time to the exclusion of other matters of legislation. And I should not now, had it not been for the remarks of my friend, the Senator from Bradford [MR. LONDON] I do not rise to reflect upon any railroad corporation—certainly not upon the Pennsylvania railroad. I have had quite as much to do with that corporation as the Senator from Bradford, and am quite as familiar with the region of country traversed by that great railroad. I am well aware that it has greatly enriched Central Pennsylvania—that its value has been increased ten times, yes twenty times, what it was before that road was constructed. I have never lent myself, either directly or indirectly, to any effort that was calculated to crush this railroad or impair its usefulness. I have never opposed or sought to thwart my legislation calculated to strengthen and encourage it, when such legislation tended to the public welfare. But with all due deference to my brother Senators, I must say that any one who knows the popular sentiment must know that the people of Pennsylvania are determined to have a free railroad law.—But the people do not want a railroad law so loaded down and clogged with restrictions that it will be impracticable even to construct a railroad under it.—Let the Senator go to his constituents, and I think he will find that they, as well as my constituents, are in favor of a free railroad law. But they do not desire such a law as will be practically inoperative and a nullity. I hold in my hand the inaugural address of Governor Geary, and the last message of Governor Curtiss; in which they say the people demand a free railroad law. Such I found to be the unmistakable sentiment of the people of Bradford county, where I addressed a portion of them last fall, and in no part of the State did I find a more determined and earnest feeling in favor of the movement than in Northern Pennsylvania, where the people gave their majorities by thousands for General Geary. Believing, as I do, that such is the general sentiment, and that the wants of the people must be heeded by their chosen representatives, in view, too, of the speech just made by the Senator from Bradford,

I challenge the supporters of this so-called free railroad bill, who so imperatively demand its passage, without a single alteration, to discuss its merits. I opposed the free railroad bill which was introduced last winter by my distinguished friend, the Senator from Erie [MR. LOWRY] and I gave satisfactory reasons, the other day, for my opposition thereto. It is not necessary to repeat those reasons now. What I demand, in the name of the people, is a liberal railroad law; not one in name, simply, but in reality. Is it not deluding and cheating the people to call that a free railroad law which requires fifteen thousand dollars of capital stock for every mile of road to be subscribed and paid in before anything can be done? Senators know that this clause will have the effect to embarrass railroad companies, and to retard and prevent the development of the country by internal improvements; in short, that no railroad would ever be built under such a law? At least I fear not, and is it not better to strike out such provisions?

You have also interpolated into this bill a most onerous condition in the shape of an individual liability clause, which is intended to intimidate persons and prevent them from taking stock. The Pennsylvania railroad, that opened up and developed Central Pennsylvania, and to which the State is indebted in such large measures for its wealth and prosperity, and which is admitted to be the greatest and best managed road in the United States, has a special charter. It contains no individual liability clause, and why should such a provision be embraced in this bill? When it was proposed to pass a law similar to that of Ohio and New York, it was voted down, and no sufficient reason has been or can be advanced to warrant such action. And now when an amendment is offered to this bill, which would tend to promote and encourage the building of railroads, the arguments advanced against it by its opponents are equally futile and empty. And when it is proposed to add a section, in the New York law, simply allowing corporations to connect their roads, and to embrace in this bill the provisions of a law voted for by the Senator from Bradford in 1861, we are told it is wrong to do this—but why? Simply because nineteen Senators say the bill shall not be changed. A convincing reason.

Let a law be passed allowing people to build railroads wherever they choose, provided they pay for them as they go, subject to reasonable restraints, and these are contained, as far as I think it necessary to go, in the provisions of the act of 1819. A liberal railroad law is not demanded by the people of Pittsburgh alone, but by the people of the entire State. A law so liberal that charters can be obtained, that capital will be invested and railroads constructed under it without the corporations being obliged to come to the Legislature. It is plain to me that a majority of the Senate differ with me in my views. My votes on the bill in committee of the whole as well as in the Senate, have uniformly been for what I thought was the most liberal policy. We of the minority have briefly and explicitly as possible stated the reasons for our votes. We see and know that one-third cannot vote down two-thirds. And when the bill, clothed in the precise language that it came from the Railroad Committee, not changed in letter, word or line, is about to pass, we are taunted that we have been able to give no good reason for our votes, and that our efforts to amend the bill, as it came from the Railroad Committee, have only added increased strength to the majority and added a renewed determination on their part that the bill shall pass unamended and unchanged, either in the sections voted on or in those which are to follow. The Senator from Bradford, [MR. LONDON] desires that the issue shall be made, so that the people shall understand it. The Senator is clever as well as bold; and as he thus declares that the bill as reported by the Railroad Committee is perfect as it can be made, permit me to point out what I think are striking defects in it.

First, I think the amount of capital stock per mile required is too large, and that it may tend to discourage the construction of railways. I can see no reason why the amount should be larger than is now required in the general law under which railroad companies are or-

ganized in Pennsylvania. If there is any good reason, I would be glad to hear it.

Second, whilst I think it is very possible there should be some individual liability clause, for the protection of laborers and mechanics, I apprehend the stringent wording of the section might restrain the construction of railroads. I am aware that under the general railroad law of New York stockholders are liable to the amount of their stock not paid in, and also for the wages of labor, for a period not exceeding thirty days. This provision of the New York law was offered as an amendment to the section as it now stands in the bill, by the Senator from Indiana [MR. WHITE] and although I voted for it, it was voted down by a decided majority, the Senator from Bradford [MR. LONDON] being one of that majority. There is no individual liability clause in the charter of any railroad now in existence in Pennsylvania that I know of. And I respectfully submit to the Senate, it is neither liberal nor wise, in this beginning of a new system, to test that system by sections so stringent in their character. There is nothing of the kind in the act incorporating the Pennsylvania railroad company. And I have heard no reason in favor of it now, save that the bill must pass as it came from the Railroad Committee, without the erasure of a word or the obliteration of a line. And this is the fiat as well in the sections that are to be voted on as in those on which the Senate has acted. I cannot think, Mr. Speaker, with all deference to the views of my brother Senators, that this is liberal, or that it will fully meet the wishes of the people whom we represent.

Third, I believe the time allowed for surveys and filing maps is too short. The survey is to be commenced within thirty days, and to be completed within six months. This is too short. The history of the railroad litigation of the State shows this. And yet the majority decline to change it.

Fourth, The power which the Legislature reserves (in section thirteen), by special or general act, "to amend, change, modify or repeal the charter of any corporation organized under this act as the same was provided for in the thirteenth section of the act regulating the construction of lateral railroads, approved the 5th day of May, 1832," is in my judgment, both unwise and unconstitutional. Unwise, because I fear, it will discourage investments. Unconstitutional, because the present Constitution of Pennsylvania as amended and adopted in 1838, six years after the passage of the lateral railroad law referred to, expressly declares that the Legislature shall only have the power to alter, revoke or annul any charter of incorporation hereafter conferred, by or under any special or general law, in such manner that no injustice shall be done to the corporation! Will the capitalists of Pennsylvania and of the country subscribe their money to build railroads under this bill, this provision hanging over their heads? Would the Senator from Philadelphia [MR. RIDGWAY] who is a man of means and a successful manager of one of the best passenger railroads in the State, invest his money in building a railroad under a law giving any such power to subsequent Legislatures?

Mr. RIDGWAY. Certainly I have the utmost confidence in this Legislature and would be willing to invest my money, with that clause hanging over it.

Mr. HALL. Well, it is really strange that the Senator, who has been here several years, never had anything of the kind inserted in any railroad bill before.

Mr. RIDGWAY. I was never requested to do so.

Mr. HALL. Surely not, and why?—Because it takes money to build railroads, and men generally are not such fools as to invest when the Legislature may repeal the law, and they thereby lose the whole or a part of their investment.

I also object to other clauses in the bill as it came from the Railroad Committee, which it is not necessary for me now to refer to. The people understand this question. They can neither be deceived nor trifled with. If I have changed my views, it is because I desire to vote in accordance with the will of my constituents, and in accordance with what I believe to be the wishes of nine-tenths of

the people of Pennsylvania. I have voted and shall continue to vote to make this law as liberal as I can get it. I trust the Senate may yet strike out some of these objectionable clauses. If not, and the bill passes both branches of the Legislature, as it came from the Committees on Railroads, that it may be amended by subsequent Legislatures, and that the system of making and constructing railroads in Pennsylvania may be as broad and liberal as in any other State in the Union.

New Jersey has lately, through her Legislature, adopted a free railway system. New York and Ohio, on our north and west, have liberal general railroad laws, and although it is true that Maryland refuses to permit trade and travel to pass through her borders, even to go to our National Capital, untaxed, yet this great and growing State will surely not wait for Maryland to act.

I have nothing more to add, Mr. Speaker. I favor a free railroad law because the people expect and demand it, and because I trust it may aid in the further development of our great and grand old State.

CURIOS FACTS ABOUT WATER.

The extent to which water mingles with bodies, apparently the most solid, is very wonderful. The glittering opal, which beauty wears as an ornament, is only flint and water. Of every 1200 tons of earth which a landlord has in his estate, 400 are water. The snow-capped summits of Snowden and Ben Nevis have many million tons of water in a solidified form. In every plaster of Paris statue, which an Italian carries through our streets for sale, there is one pound of water to four pounds of chalk. The air we breathe contains five grains of water to each cubic foot of its bulk. The potatoes and turnips which are boiled for our dinner have, in their raw state, the one seventy-five per cent, and the other ninety per cent, of water. If a man weighing 140 pounds were squeezed in a hydraulic press, seventy pounds of water would run out, and only thirty-five of dry residue remain. A man is, chemically speaking, forty-five pounds of carbon nitrogen, diffused through five and half pintful of water. In plants we find water thus mingling no less wonderfully. A sun flower evaporates one and a quarter pints of water a day, and a cabbage about the same quantity. A wheat plant exhales, in 175 days, about 100,000 grains of water. An acre of growing wheat, on this calculation, draws and passes out about ten tons of water per day. The sap of plants is the medium through which this mass of fluid is conveyed. It forms a delicate pump, up which the watery particles run with the rapidity of a swift stream. By the action of the sap various properties may be accumulated to the growing plant. Timber in France is, for instance, dyed by various colors mixed with water, and sprinkled over the roots of the tree. Dahlias are also colored by a similar process.

ECCENTRIC DIVINE.

The Rev. Zeb. Twitchel was the most noted Methodist preacher in Vermont for shrewd and laughable sayings. In the pulpit he maintained a suitable gravity of manner and expression, but out of the pulpit he overflowed with fun. Occasionally he would, if emergency seemed to require, introduce something queer in a sermon for the sake of arousing the flagging attention of his hearers. Seeing that his audience was getting sleepy, he paused in his discourse, and disgressed as follows: "Brethren, you haven't any idea of the suffering of our missionaries in the new settlements on account of the mosquitoes. The mosquitoes in some of these regions are enormous. A great many weigh a pound, and they will get on logs and bark when the missionaries are going along."

By this time all ears and eyes were open, and he proceeded to finish his discourse.

The next day one of his hearers called him to account for telling lies in the pulpit.

"There never was a mosquito that weighed a pound," he said.

"But I didn't say one of them would weigh a pound; I said a great many, and I think a million of them would."

"But you said they barked at the missionaries."

"No, no, brother, I said they would get on logs and bark."