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WEDNESDAY, MARCH 25, 1868.

We print on the inside pages of this morning's GAZETTE: *Second page—President Johnson's answer to Articles of Impeachment, in full; Third page—River News, Financial Matters in New York, Markets by Telegraph, Imports by Railroads, Railroad time tables, &c. Sixth page—Finance and Trade, Petroleum Market, Home Markets, &c. &c.*

GOLD closed in New York yesterday at 138¼.

BY ITS act legalizing the establishment of the Erie railway as a New Jersey corporation, the legislature of that State has cast its official influence into the quarrel between a couple of Wall street stock-jobbers. It seemed to be no question of State dignity, or of the true interests of her people, but only of an amiable furtherance of a private financial intrigue. Yet, as a temporary expedient, the law will have no small influence upon the bulls and bears in the neighboring metropolis.

THE ABYSSINIAN Expedition has advanced a considerable distance into the interior, but as yet encountered no enemy. It is reported that King THEODORE has entrenched himself at a favorable point, to await their arrival. When the invaders shall have reached a sufficient distance from the coast, which is their only base of supply, we may expect a speedy disclosure of the tactics of their enemy. England may yet find herself with a larger contract on her hands than she bargained for.

HANCOCK does not return to New Orleans, the President having assigned General R. F. Buchanan to the command of the Vth district, according to his brevet rank. General Hancock will doubtless take the new Atlantic division, but, wherever he may be, we hazard the prediction that his military career will be enlightened by the civil experience which he has gained in the past twelve months, and will afford evidence that he has gladly accepted a release from the false position into which he had drifted.

WITH decided unanimity, the Union Republican Executive Committee of Allegheny county, yesterday passed a resolution worded in strong English, heartily denouncing the action of the recent Philadelphia Convention in attempting to take upon itself the responsibility of choosing Congressional delegates to the National Convention at Chicago, and vigorously denying its authority to bind by instruction the delegates throughout the State to vote as a unit. The Committee in its action only reflected the opinion of every right thinking Republican in this section of the Commonwealth.

Beyond this the Committee did well in recommending that henceforward a system of responsible voting be used in nominating Conventions, in place of the old system of marking, by which doors were opened to all manner of frauds, sowing dissatisfactions and complaints throughout the whole party organization. Under the *viva voce* system, conducted in an orderly and decorous manner, responsibility will be felt, and all who are interested can tell for themselves whether or not justice is done. By all means let this wholesome change be inaugurated.

TAX ON MANUFACTURES.

We regret to hear that the action of the House, on the Senate amendments to the bill repealing the tax on manufactures, is likely to be delayed for some days. The bill must ultimately go to a Conference Committee and we regret the delay only in the interests of a speedy adjustment of the question, the importance of which cannot be over estimated. If, as charged, the fourth section of the bill, as it was returned from the Senate, is so obscure in its phraseology as to make it in fact an exclusion of the present free list, abolishing it altogether, and if the $2 tax proposed to be laid on every $1,000 of sales over $10,000 is to operate as an increase of the present tax thereon by one-half, the House should undoubtedly object to such amendments and restore the measure to its character, as first introduced, viz: A bill for the *relief* of our domestic manufactures. But we repeat that action, early, decisive and unambiguous, is what the country demands.

THE PRESIDENT'S ANSWER.

This document was filed on Monday. Its great length and the prevalence of a thunder storm, which deranged the action of the telegraph, precluded us from publishing it entire in yesterday's GAZETTE. Its importance as part of the record in this great State trial justifies us in printing its full text, in an accurate form, this morning.

Upon the statement, as of fact, that Mr. STANTON received his appointment from President LINCOLN, and that, finding him in the War Office on his own accession to the Executive functions, he continued to recognize him as the Secretary, holding the office at his own pleasure, the President's entire defence against what we may call the STANTON Articles is made to turn upon his right to dismiss him at any time. Denying the constitutionality of the Tenure of Office Act, or that, if constitutional, its provisions would cover Mr. STANTON's case, he avows that he suspended him to make a case for judicial interpretation, and that he afterwards removed him when considerations of public duty required him to disregard the law. He denies that the facts embraced in the appointment of Gen. Thomas, or in the conversations with Gen. Emory, afford any evidence of a conspiracy as charged or that any violation of the Constitution and laws was thereby intended. He denies the correctness of the reports of his speeches at Washington, Cleveland and St. Louis, but claims that, although President, he was never divested of the right as a citizen to comment upon public or political questions.

Apart from its traversing many of the facts charged in the eleven Articles, and admitting others, but denying the inference of criminal intent therefrom, the Answer makes a square issue upon the constitutionality of the Tenure of Office act, charges it to be an invasion of the prerogatives of the Executive, and places his defense upon the ground of a paramount duty which he could not ignore without infidelity to his official trust.

The point made against the Secretary, as an appointee of his predecessor and not of himself, is the only substantial one in this defence which bears the ear-marks of professional astuteness. The remaining points are the defense of a politician, and present no view of the case which has not been already exhausted in the popular discussions of the last four weeks. We believe the Court will dispose of the first point by holding that the Tenure of Office Law was constitutionally binding upon all citizens, in or out of office, until abrogated in due form, judicially or otherwise; that by its first section Mr. STANTON was entitled to hold the office until his successor should be appointed and duly qualified; that the exercise of its functions by him after Mr. JOHNSON's accession to the Presidency, with the approval of the latter, as continued for nearly two years, had the legal effect of a re-appointment by Mr. JOHNSON himself, so far as to remove the case from the operation of the second clause of the same section which makes the term of a Cabinet officer to expire one month after that of the President who appointed him. We believe that the Court will hold, as covering all the ground in fact and saving to the fullest extent the operation of the law itself, that when, on Mr. JOHNSON's accession, the entire Cabinet of his predecessor, Mr. STANTON included, tendered to him their resignations of office, which tender was declined by the new President, this offer and its declination were tantamount to a new commission from him, and that thus Mr. JOHNSON's answer falls to the ground. And we believe that the decision of the Court upon all the issues made will coincide with the judgment and necessities of the nation.

The Managers filed their replication yesterday. This is very brief, and simply closes the issues as made. The trial is ordered to proceed on the 30th inst.

LIFE INSURANCE.

Greater interest is felt this year in the annual reports of Life Insurance Companies than ever before. For a considerable period past the business of these companies has been steadily increasing, thousands and tens of thousands of persons availing themselves of the advantages offered to make provision for their families in case death should smite them down; but on the part of mos of the companies the effort has been to show the largest possible amount of business, without especial regard to the expenses incurred or the risks run; but now a healthy reaction has set in, which will compel greater circumspection on the part of managers.

The Mutual Benefit Life Insurance Company, whose headquarters are at Newark, N. J., has always borne the reputation of being a carefully managed and successful company. By its annual statement which may be found in another column, it appears that its total receipts in 1867 were $4,939,892 25, and its total payments, including losses by death, expenses, &c., $2,264,892 22, the balance amounting to about $,675,000, going to swell the assets, which on the first of January amounted to $14,200,088 17. The amount of the return dividends to be insured is fully stated in the advertisement.

In the pleasant city of Newark there is standing a building which pretends to be just what it is, a substantial, dignified structure of brown stone, with suitable trimmings, occupying two lots, and affording a commodious suit of offices for the Mutual Benefit Life Company and two floors above, with a separate entrance, which are let out for other business. The main building was erected before the war at a cost of hardly more than $100,000. It could not be put up now for twice that amount. The company are just completing an extension in the rear of two stories high for directors' rooms, medical examiners' room, library, rooms for the mathematician and his assistants, etc., the increasing business of the company requiring already part of the space set apart for those purposes in the old building. In each of the larger rooms of the extension there is a fireplace fitted by a mantlepiece of variegated imitation (by the Middlefield Stone Co.), some of them very pretty. The wainscoting of black walnut and carpentry dressings of the same are quite in the fashion The general appearance of the offices is one of cheerfulness and business comfort. You would be inclined to think, on walking through them for the first time, "Well, they are solid, respectable, sensible, healthy-minded people here, evidently, and not behind the age, either."

No, they are not behind the age. Down stairs there, in the "packing room," you will see stacks of pamphlets, circulars, etc., containing facts and statistics carefully prepared by the company's own officers, and issued in the very best style of American typography. They are really delicious things for an old printer to handle. And the contents themselves are up to the latest improvements in the science of Life Insurance. Then observe the perfect order that prevails. Over yonder is the great safe, locked in by massive stone walls, solid also under foot, and over-head are the live records, applications, policies, assignments, permits, by the thousand and ten thousand, so arranged that the proper official can lay his finger upon any particular one in half a minute.

It is probable that there is no other company in existence that can honestly offer more advantages to its patrons. Every year a calculation is made of all existing policies, and a sum securely set aside and held in trust to meet all liabilities. Dividends are annual, and paid during the life-time of the assured. All the excess of premiums over the cost of the business is in this way paid to the members.

These dividends have for some time amounted to fifty per cent, per annum, and since the organization of the company, there has been thus distributed, over $6,000,000.

The expenses of this company, in proportion to its income, are *lower than those of any other company doing business in the United States.*

THE QUESTION of Irish Reform is to be formally presented for discussion in the English Parliament on the 30th of May, when Mr. GLADSTONE's resolutions are to be taken up. These resolutions, laid before the Commons on Monday, propose in effect the abrogation of the Irish Church Establishment, and that its present patronage be placed at the disposal of Parliament. This proposition regards more than the merely sectarian view of Irish affairs: it concerns closely and vitally, the broadest political and social questions in the sister Island. The advocates of the Establishment have ever held its continuance and supported recognition by the Government to be essential to the actual submission of Ireland to the Queen's authority, while it is maintained on the other hand, and with unanswerable force, that the enforced submission of the large Catholic majority of the population to a State establishment of a different faith is a flagrant violation of the freedom of conscience, and of all religious liberty. If Mr. GLADSTONE's proposition shall ultimately secure Parliamentary approval, the reaction in the religious status of the Irish people must work an immediate and radical change in their perception and enjoyment of civil rights. All sides agree in admitting that the proposed change will be sweeping in its present and remote consequences, but whether for the better or the worse, in the interests of social progress and the positive elevation, morally and politically, of the Irish people,—that is the question upon which the whole discussion must turn. As to facts there can be no dispute; the inferences from these will be likely to continue, as heretofore, colored or distorted by the peculiar sectarian views or the political sentiments of English statesmen, and we fear, therefore, that Irish Reform can never be inaugurated until those statesmen shall be educated by events to a higher and nobler view of political duty.

THE CANADIAN CONFEDERATION must either be perfected so as to include the entire British possessions on this continent, upon such a footing of equality of provincial rights as to satisfy the reasonable demands of each of the former sub-divisions, or will inevitably end in a dissolution to its original elements. The rapidly increasing population of the regions in the remote Northwest and on the Pacific slope are urgent in their demands for recognition as an integral part of the new Confederacy, and do not hesitate to avow, as their alternative, an early annexation to our own Republic. On the other hand, the extreme Eastern provinces of New Brunswick and Nova Scotia are loud in their complaints against the unfair preponderance of political influence which the act of Confederation concedes to the two Canadas. They specify, as grounds for their dissatisfaction, the policy of the controlling majority in the two leading provinces, to legislate adversely to the interests of their Eastern brethren, retarding their material progress and denying to them their just share of influence in the Confederate government. It is evident that the consolidation of the new Dominion was a measure not properly matured by able and provident statesmanship, but was rushed through in the interests of the aspiring politicians of Ottawa, Montreal, Toronto and Quebec. And the indications all are that unless the popular dissatisfaction in the other provinces is speedily quieted by concessions and a readjustment of the basis of union, the new Canadian Confederation will soon be known only as an abortive political experiment.

THE DEMOCRATIC scheme of taking off Presidents by poison, or other violent methods, appears to have been imported from the United States into Panama. Gen. OLATE, President of that State, expired thus on the 3d inst. If the democrats would only export themselves, as well as their favorite idea, they would be entitled to thanks. Instead of that, they are engaged in sending threatening letters to Washington, promising to do terrible things in the way of assassination, unless the Republicans will consent either to abdicate authority in the nation, or to wield the powers of the government under dictation from their opponents.

AUSTRIA leads the Catholic powers of Europe in the absolute legalization of marriage as a civil rite, the bill to that end having finally passed both branches of her Reichstrath.

G. A. T. on Secretary Seward.

TOWNSEND's last Washington letter illustrates a very significant moral for publication in the following paragraphs:

A few days ago Secretary Seward left his house—the place where Payne stabbed him in bed—to go to Auburn. It is suspected sagely that he will return no more to Washington, certainly never again as the statesman of any party, and possibly no more as an accessory of Mr. Johnson's administration. For one, I am sorry to see the little old man's face quit these vicinities. He was the nucleus of the Republican party. Around his talents and that one earliest speech he delivered upon the irrepressible conflict, the North grouped itself and moved on the works of slavery. But Mr. Seward grew to fear the power of his creation. He shrank from the Republican party like Frankenstein from his colossal living manikin. In vain he retreated to the icebergs of Alaska and the hurricanes of St. Thomas; the avenging giant he had fathered upbraided him even there. This is no country for "Trimmers." Mr. Seward, a few days before he left here, shed tears in a conversation he was holding with an acquaintance of mine.

"I am traduced beyond my worst deserts," he said; "I am the best mis-appreciated man in the country."

HARRISBURG

[Special Correspondence Pittsburgh Gazette.]

HARRISBURG, March 23, 1868.

I enclose, for publication, a copy of the Free Railroad Law as it passed both Houses.

A careful inspection of this law will fail to develope the hideous deformities attributed o it, and the reader will be slow to discover wherein it is a "fraud" and a "trap."

The outcry against this law, as it passed, comes from such men as Mr. Jenks, of Jefferson, who would prefer to keep this question an open one in politics, because as long as it remains unsettled, the Democracy may profit from our dissensions upon it, and Mr. Hickman, of Chester, who was opposed, throughout, to *any* Free Railroad Law, and who voted uniformly against every motion made in the House to make the law more liberal. The remark comes with an ill grace from *him* that he wanted to vote against the law because it was not "genuine." He did all he could to make it bogus.

The difficulty in settling the details of this bill was, that the real and unmistakable friends of a Free Railroad law were not agreed. Some thought $4,000 a mile subscription was large enough, others thought $6,000, whilst others still thought $10,000 little enough. And so it was with other details. It was a new subject, and men had diverse views upon it. There was no possibility, consequently, of that united action which would have extorted a better bill; and much of the misunderstanding in the public mind about this bill grows out of the fact that some of those who could not get the majority to think with them set *their* judgment up as the absolute test, and ruled out as bogus any measure that did not come up, in every respect, to their ideal.

In all new measures there must be some latitude as to details, and experience must be relied upon to point out difficulties and indicate the method of their removal. Time will doubtless show what the imperfections of the Railroad Law are, and with time and experience the proper remedies will come.

The differences in the matter of the details of this bill centred mainly around the amount of subscribed stock per mile and the amount which companies, when organized, should be allowed to borrow. The House bill fixed the minimum amount of subscriptions at $4,000 a mile, the Senate bill at $10,000. The House bill fixed the outside limit of borrowing at $20,000 a mile, no matter what the capital stock might be; the Senate bill fixed it at the amount of paid-up capital; and the bill, as finally passed, fixed it at *double* the amount of paid-up capital.

On the first difference there was not so much difficulty. Many of those who thought $4,000 or $6,000 subscription, per mile, sufficient, were yet willing to concede that point and agree to $10,000, it being certain that no railroad will ever be built in Pennsylvania at less than from twenty to forty thousand dollars a mile. But on the borrowing question the difficulty was more serious, and I cannot but confess that on that score the bill is, unnecessarily illiberal. No railroad is ever likely to be able to borrow more money than it can offer good security for; and the Legislature might very wisely have left that, without limit, to the judgment of lenders.

Still, the majority in the Senate was unyielding on that point; and that being well understood, the question remained whether it would not be better to take a bill, liberal in other respects but illiberal in that, rather than no bill at all; to take from the present what we were sure of getting, instead of trusting to the future for what we might never get. For my part, I think the friends of a Free Railroad Law acted judiciously in taking the law as it paseed as the basis upon which, in the future, a more substantial structure can be erected. If they had not taken it, now, they might not have gotten it again, but having got it, they cannot well be deprived of it hereafter, nor of such alterations as experience may dictate.

It is due to the Western Senators to say that Messrs. Lowry, Brown, of Mercer, Browne, of Lawrence, Taylor, White, Graham and Errett did their "level best" to make the law as liberal as possible, and that, in this, they were nobly seconded by Messrs. Cowles, Connell, Coleman and Billingfelt. It is specially due to Mr. Connell to say that on every question he voted with the Western members, and in favor of every liberal proposition. Mr. Wallace, also, generally voted with them, and Messrs. Stinson, Worthington and Shoemaker voted with them on several important questions. Had Messrs. Stutzman and Scaright voted with the other Western Senators, the borrowing clause would have been made much more liberal than it is.

ALLEGHENY.

The Text of the Free Railroad Bill as Passed.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same,* That any number of citizens of Pennsylvania, not less than nine, may form a company for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property, or for the purpose of maintaining and operating any unincorporated railroad already constructed, for the like public use, and for that purpose, may make and sign articles of association, in which shall be stated the name of the company, the number of years the same is to continue, the places from and to which the road is to be constructed or maintained and operated, the length of such road as near as may be, and the name of each county in the State through or into which it is made or intended to be made, the amount of capital stock of the company, which shall not be less than ten thousand dollars for every mile of road constructed or proposed to be constructed, and the number of shares of which said capital stock shall consist, and the names and places of residence of a president, and not less than six nor more than twelve directors of the company, who shall manage its affairs for the first year and until others are chosen in their places. Each subscriber to such articles of association shall subscribe thereto his name, place of residence and the number of shares of stock he agrees to take in said company. On compliance with the provisions of the second section of this supplement, such articles of association shall be acknowledged by at least three of the directors before some officer competent to take acknowledgement of deeds in the county where the principal office is designed to be located, and may be filed in the office of the Secretary of the Commonwealth, who shall endorse thereon the day they were filed, and record the same in a book, to be provided by him for that purpose, and thereupon the said articles of association shall become and be a charter for the said company, and the persons who have so subscribed such articles of association, and, all persons who shall become stockholders in such company shall be a corporation by the name specified in such articles of association or charter, and shall possess the powers and privileges following, to wit:

First—To have succession by its corporate name for the period limited in its articles of association.

Second—To sue and be sued, complain and defend in any court of law or equity.

Third—To make and use a common seal and alter the same at pleasure.

Fourth—To hold, purchase and convey such real and personal estate as the purposes of the corporation shall require not exceeding the amount limited in the articles of association.

Fifth—To appoint such subordinate officers, and agents as the business of the corporation shall require, and to allow them a suitable compensation.

Sixth—To make by-laws not inconsistent with any existing law for the management of its property and regulation of its affairs, and for the transfer of its stock.

SEC. 2. Such articles of association shall not be filed and recorded in the office of the Secretary of the Commonwealth until at least ten thousand dollars of stock for every mile of railroad proposed to be made is subscribed thereto, and ten per centum paid thereon in good faith, and in cash, to the directors named in said articles of association, nor until there is endorsed thereon or annexed thereto an affidavit made by at least three of the directors named in said articles, that the amount of stock required by this section has been in good faith subscribed and ten per centum paid in cash thereon, as aforesaid, and that it is intended in good faith to construct or to maintain and operate the road mentioned in such articles of association, which affidavit shall be recorded with the articles of association as aforesaid.

SEC. 3. A copy of any article of association filed and recorded in pursuance of this act, or of the record thereof, with a copy of the affidavit aforesaid endorsed thereon or annexed thereto, and certified to be a copy by the Secretary of the Commonwealth or his deputy, shall be evidence of the incorporation of such company and of the facts there n stated.

SEC. 4 When such articles of association and affidavit are filed and recorded in the office of the Secretary of the Commonwealth the directors named in said articles of association shall, in case the whole of the capital stock is not before subscribed, keep open books of subscription at their general office and at such other places as they may deem expedient, to fill up the capital stock of the company, giving such notice as they may deem expedient, and shall continue to receive subscriptions until the whole capital stock is subscribed; at the time of subscribing every subscriber shall pay to the directors ten per centum of the amount subscribed by him in money, and no subscription shall be received or taken without such payment.

SEC. 5. Whenever the foregoing provisions have been complied with the persons named as corporators in such articles of association are fully authorized to carry into effect the objects named therein, as fully as any corporation heretofore created under any special act of the Legislature, and said corporation thus created shall be entitled to exercise all the rights, powers and privileges, and be subject to all the restrictions and liabilities of the act regulating railroad companies, approved the 19th day of February, one thousand eight hundred and forty-nine, and the several supplements thereto, as fully and effectually as if said powers were specially incorporated in said charter. And the said company shall commence the proposed road, if not more than fifty miles in length, with at least one track, within one year from their organization as aforesaid, and prosecute the work with due diligence, and open and complete the same within four years, and shall have an additional six months to complete their road for each twenty-five miles over the fifty miles aforesaid, *provided* the road shall be opened for use in all cases when fifty miles of track are laid.

SEC. 6. Whenever any railroad company chartered under the laws of this Commonwealth, or created and incorporated under the provisions of this act, shall, in the opinion of the directors thereof, acquire an increased amount of capital stock, they shall, if authorized by a majority of the stockholders, file with the Secretary of the Commonwealth a certificate setting forth the amount of such desired increase, and thereafter such company shall be entitled to have such increased capital as is fixed by said certificate.

SEC. 7. The number of managers of any company incorporated in pursuance of this act shall be a president and not less than six, nor more than twelve, directors, as shall be fixed by the corporators thereof at their first meeting to choose directors of said company, a majority of whom shall be citizens of this Commonwealth.

SEC. 8. The president and directors of any railroad company created under this act shall have power to borrow money not exceeding the amount of capital stock subscribed, and issue the bonds of the company therefor in such amounts as shall not exceed double the amount actually paid up of the capital stock subscribed, the proceeds whereof shall be actually expended in the construction and equipment of their road; these bonds to be payable at such time, not exceeding fifty years after the date thereof, and at such place, and at such rate of interest, not exceeding seven per centum, as said directors may deem best, and may secure the payment of said bonds and interest by a mortgage on the said road and franchises.

SEC. 9. Any company incorporated under this act shall have authority to construct such branches from its main line as it may deem necessary to increase its business and accommodate the trade and travel of the public.

SEC. 10. Companies formed under the provisions of this act, or chartered under the laws of this Commonweath, shall have the right to construct their roads so as to cross at grade the track or tracks of any other railroad in this Commonwealth. *Provided, however,* That the cost of making and keeping such crossing in repair shall be borne by the company whose road crosses the track or tracks of another. *And provided, further,* That the company whose road crosses the track or tracks of another shall keep at such crossing as many persons as may be requisite to give the necessary signals to prevent accidents.

SEC. 11. Companies whose roads shall be constructed under the provisions of this act shall have the right to connect their roads with roads of a similar character within this Commonwealth, or at the line thereof, upon such terms as may be agreed upon by those who have the management of said roads, and in case of failure of an agreement on the part of those having the management of said roads, then, and in that case, either of said parties may apply to the Court of Common Pleas within the jurisdiction in which said connection is proposed to be made, whose duty it shall be to appoint a jury of three men, who shall determine and fix said terms, which, when approved by said Court, shall be conclusive.

SEC. 12. This act shall not be so construed as to authorize the formation of street passenger railway companies to construct passenger railways under or by virtue of its provisions in any city of this Commonwealth; nor to authorize any corporation formed under this act to enter upon and occupy any street, lane or alley in any incorporated city in this Commonwealth, with the consent of such city having been first had and obtained.

SEC. 13. All acts or parts of acts inconsistent herewith are hereby repealed so far as they may affect any corporation that may be organized under this act, and the Legislature hereby reserves the right to alter, amend, or repeal this act at any time, in such manner, however, as to do no injustice to corporations.

STATE NEWS.

—Mrs. Lander is in Erie.

—The committee at Harrisburgh who were to locate the next State Agricultural fair, have as yet made no decision.

—Rev. Mr. Nash, pastor of the Presbyterian church at Corry, died on Wednesday morning, of a disease of the lungs.

—Isador Meyer, has been committed to jail at Franklin, for attempting an outrage on a child of six years. Only a week or two ago the man was accused of a similar crime, but escaped arrest.

—We learn that Messrs. Brown Bros., of Pleasantville, sold two parcels of real estate on Wednesday, the first consisting of eight acres at $10,000, and the second of twelve acres at $10,000. The tract is located within the borough and in the rear of Brown Bros'. store, and was purchased for oil purposes.

—On to-morrow, our good, genial old friend, Robert Wallace, Esq., father of the Doctors and Col. D. H. Wallace, of this place, will celebrate his *Golden Wedding.* His children and grand-children will have a pleasant time with him, and we, heartily, congratulate him upon the "happiness" his friends wished him fifty years ago.—*New Castle Gazette.*

—We learn from the Titusville *Herald* that on Wednesday afternoon last a colored boy, named Harris, aged about nine years, whose parents reside on Washington street, Petroleum Centre, fell into Oil Creek at that place and was drowned. The creek has been dragged in search of his body, but up to last evening it had not been found. It is thought that, as the current was quite rapid, the body has been carried to a considerable distance down stream.

—We are pained to record the sudden and terrible death of Mr. John M. Sabins, of Clymer township, on Tuesday, 12th inst. Mr. Sabins and a younger brother were cutting logs in the woods. Finding it necessary to cut off a windfall near the roots, he mounted the fallen tree and commenced sawing it off. As soon as it was severed, the stump, on which he stood, fell sudenly inward, crushing him between the roots and the trunk of the tree and killing him instantly.—*Tioga County Agitator.*

—There are now in course of construction and contracted for, on the Indian Oil Company's property at Miller, four or five iron tanks of a total capacity of fifty-five thousand barrels. The largest of these tanks is to have a capacity of twenty-four thousand barrels. The demand for lots on which to build tanks in the vicinity of Miller is good, and it is probable that iron tankage to the capacity of seventy-five thousand barrels will be constructed by the first of July next, when the total capacity of tankage at that point will reach over one hundred thousand barrels.