THE JEFFERSONIAN.

Devoted to Politics, Literature, Agriculture, Science, Morality, and General Intelligence.

VOL. 26. STROUDSBURG, MONROE COUNTY, PA., JUNE 13, 1867. NO. 12.

Published by Theodore Schoch.

TERMS—Two dollars a year in advance—and if not paid before the end of the year, two dollars and fifty cts. will be charged.

No paper discontinued until all arrearages are paid, except at the option of the Editor.

☞ Advertisements of one square of (eight lines) or less, one or three insertions $1 50. Each additional insertion, 30 cents. Longer ones in proportion.

JOB PRINTING,
OF ALL KINDS,
Executed in the highest style of the Art, and on the most reasonable terms.

C. B. KELLER,
DEALER IN
Boots, Shoes, Leather,
AND FINDINGS,
STROUDSBURG, PA.
March 28, 1867.

S. HOLMES, Jr.
ATTORNEY-AT-LAW, AND GENERAL CLAIM AGENT.
STROUDSBURG, PA.
Office with S. S. Dreher, Esq.
All claims against the Government prosecuted with dispatch at reduced rates.
☞ An additional bounty of $100 and of $50 procured for Soldiers in the late War, FREE OF EXTRA CHARGE. ☜
August 2, 1866.

Furniture! Furniture!
McCarty's New Furniture Store,
DREHER'S NEW BUILDING, two doors below the Post-office, Stroudsburg, Pa. He is selling his Furniture 10 per cent. less than Easton or Washington prices, to say nothing about freight or breakage. [May 17, 1866.-tf.

IF YOU WANT A GOOD MELODEON, from one of the best makers in the United States, solid Rosewood Case, warranted 5 years, call at McCARTY'S, he would especially invite all who are good judges of Music to come and test them. He will sell you from any maker you wish, $10 less than those who sell on commission. The reason is he buys for cash and sells for the same, with less than one-half the usual per centage that agents want. J. H. McCARTY.
May 17, 1866.-tf.

UNDERTAKING IN ALL ITS BRANches.
Particular attention will be given to this branch of the subscriber's business. He will always study to please and consult the wants and wishes of those who employ him. From the number of years experience he has had in this branch of business he cannot and will not not be excelled either in city or country. Prices one-third less than is usually charged, from 50 to 75 finished Coffins always on hand. Trimmings to suit the best Hearse in the country. Funerals attended at one hour's notice. J. H. McCARTY.
May 17, 1866.-tf.

MT. VERNON HOTEL,
M. & T. P. WATSON, Proprietors.
No.'s 117 & 119 North SECOND Street,
(Between Arch and Race,)
PHILADELPHIA, PA.
Close proximity to the business center of the city, excellent accommodations, and careful attentien to the comfort and wants of guests are charscteristics of the Mount Vernon. The House has been thoroughly renovated and new-furnished. The patronage of the public is respectfully solicited.
October 11, 1866.-tf.

LOOK THIS WAY!
READ! READ!
Chas. Schaefer & Co.
FRENCH & GERMAN
STEAM DYING ESTABLISHMENT.
EASTON, PENN'A.
Will dye Woolen, Silk and Cotten Goods of Every Description, in any Color desired.
Orders can be left with H. S. WAGNER, STROUDSBURG, PA
June 21, 1866.-1yr.

Saddle and Harness Manufactory.
The undersigned respectfully informs the citizens of Stroudsburg, and surrounding country, that he has commenced the above business in Fowler's building, on Elizabeth street, and is fully prepared to furnish any article in his line of business, at short notice. On hand at all times, a large stock of
Harness, Whips, Trunks, Valices, Carpet Bags, Horse-Blankets, Bells, Skates, Oil Cloths, &c.
Carriage Trimming promptly attended to. JOHN O. SAYLOR.
Stroudsburg, Dec. 14, 1865.

Gothic Hall Drug Store.
William Hollinshead,
Wholesale and Retail Druggist.
STROUDSBURG, PA.
Constantly on hand and for sale cheap for CASH, a fresh supply of Drugs, Medicines, Paints, Oil, Glass, Putty, Varnish, Kerosene Oil, Perfumery and Fancy Goods; also
Sash, blinds and Doors.
Pure Wines and Liquors for Medicinal purpose.
P. S.—Physicians Prescriptions carefully compounded.
Stroudsburg, July 7, 1864.

Drs. JACKSON & BIDLACK,
PHYSICIANS AND SURGEONS.
DRS. JACKSON & BIDLACK, are prepared to attend promptly to all calls of a Professional character. *Office*—Opposite the Stroudsburg Bank.
April 25, 1867.-tf.

McCARTY is the only Furniture dealer in Stroudsburg who has a License to sell FURNITURE. [August 2, 1866

Polk Township Bounty Fund Statement.

A Condensed Account of Reuben M. Kresge, Treasurer of Polk township, Monroe county, Bounty Fund for the call of March 1864.

DR.

To Cash Received as follows:—

Of Stephen Hawk, Col.,	$4224 00
" Daniel Sieger,	25 00
" George Dorsheimer,	60 00
" James Shafer,	20 00
" Reuben Kresge,	100 00
" Joseph Smale,	25 00
" Stephen Hawk,	20 00
	$4474 00

CR.

Paid Stroudsburg Bank,	$2781 00
" J. W. Kresge,	127 31
" Reuben Gregory,	907 00
" Reuben Kresge,	455 00
" Commissioners,	42 70
Balance due Township,	160 99
	$4474 00

REUBEN GREGORY, JOSEPH GRUBER, JOHN KUNKEL, } *Auditors.*

A Condensed Statement of Peter Gilbert, Commitee of Polk Township Bounty Fund, for filling quota of July and September calls, 1864.

DR.

To Cash Received as follows:—

Rec'd of Stroudsburg Bank,	$3935 30
" by subscriptions,	1664 50
Bal. due Peter Gilbert, Committee,	963 53
	$6563 33

CR.

By cash paid R. D. Kramer, Oct. 13th, 1864, for recruits for 11 men at $590,	$6490 00
Paid for exchange,	17 17
Expenses for procuring recruits,	56 16
	$6563 33

Peter Gilbert, Treasurer of Polk Township Bounty Fund.

DR.

To cash received of H. W. Doll, Collector for 1865,	$3110 33
Chas. Bartholomew, Col. for 1866,	1492 38
Rec'd of Commissioner on unseated lands,	130 00
Bal. due P. Gilbert, Treasurer of Polk Tsp. Bounty Fund,	1165 63
	$6898 34

CR.

Paid Stroudsburg Bank,	$4368 18
" Joseph Gruber for stamps, &c.	5 00
" Amos Shafer,	30 00
" Reuben Kresge,	200 00
Bal. due Peter Gilbert, Nov. 12, '65,	1121 18
Commissions on first and second Bounty Funds,	94 65
Corts of Reuben Shupp vs. Township of Polk,	79 33
	$6898 34

REUBEN GREGORY, JOSEPH GRUBER, JOHN KUNKEL, } *Auditors.*
May 30, 1867.

A Condensed Statement

OF THE ACCOUNT OF

JACOB ENGLER,

Treasurer of Bounty Funds and Monies received and paid out in liquidation of Township Bonds for Eldred Township, Monroe County, Pa. Prepared and published by the Township Auditors, under Act of Assembly approved April 11th, 1866.

DR.

The accountant is charged with the following, to wit:—

F'm John Frantz, June 14, '66, cash,	$288 00
" " " " 19, " "	170 00
" " " Aug. 9, " "	424 00
" " " " 13, " "	70 00
" " " Jan. 11, '67, "	184 00
" " " April 19, " "	368 00
In the hands of the Collector,	549 79
	$2,053 79

The accountant claims Credit for the following Bonds paid with Interest:—

CR.

Nicholas Smith,	$273 70
David Heffelfinger,	129 95
Joseph Frable,	224 00
David Krechel,	434 00
Jacob Frantz,	336 84
Sidney Smith,	113 50
George Smale,	64 95
Psadore Smith (refunded),	6 00
Joseph Hawk, part on balance,	200 00
Com. on $1504 at 2 P. Ct.,	30 08
Balance due township,	240 77
	$2,053 79

* We the undersigned Auditors of the township of Eldred, do certify that we have examined the foregoing Account and find it correct.

JOHN HARTER, PHILIP DRUMHELLER, JOHN DIETER, } *Auditors*
May 30, 1867.

PHOENIX DRUG STORE.
DREHER & BROTHER,
(Opposite the "Jeffersonian" Office,)
ELIZABETH-STREET,
STROUDSBURG, PA.
Dealers in
DRUGS, MEDICINES, PERFUMERY, WINES and LIQUORS for medicinal purposes, SASH, DOORS and BLINDS.
All kinds of
Painting Materials,
Lamps and Lanterns
Burning and Lubricating Oils.
☞ Physicians' Prescriptions carefully compounded.
G. H. DREHER. E. B. DREHER.
October 4, 1866.

THE UNION PACIFIC RAILROAD FROM OMAHA, NEBRASKA.

What has been done, and when it will be finished.

No great enterprise was ever begun about which so little has been said and so much has been done. The public have a vague idea that a railroad is being built from somewhere in the East to somewhere in a farther West than a rail-track has ever before been laid; but where it begins, or what route it follows, or where it is to end, we venture to assert, not one in a thousand can tell.

For a dozen years we have heard that a great Pacific Railroad *was to be* built, and a dozen names and a dozen companies and a dozen routes—from the southern boundary of Texas to the northern boundary of Lake Superior—have been urged upon Congress as the greatest and best means for uniting the Atlantic and Pacific shores. Bubble after bubble was blown, and each burst in turn when touched by the sharp point of practical experience.

The absolute necessity for a Pacific Railroad to retain and bind more closely together the eastern and western extremes of the continent in one great *United and Pacific* country, the immense cost of government transportation to its frontier and Rocky Mountain posts, and the even greater cost of Indian wars, in a region that nothing but a railroad could civilize, and nothing but civilization could pacify,—the great importance of opening a road to the rich gold and silver mines of the Rocky and Sierra Nevada Mountains, so that the way to the resumption of specie payments might be made shorter and easier,—all these *prudential* reasons finally pressed with such weight upon Congress, that it determined that the road should be made. There were, indeed, many others: two thousand miles of additional territory would be opened for settlement; vast bodies of land now valueless would be made productive; the tide of business and travel that now winds a tedious and dangerous way along the borders of two oceans, would be increased ten-fold; and how would the fathers in the East strike hands with their sons and daughters at the Golden Gate, if they could only be borne on the wings of the locomotive!

The imperative need of the work was admitted, but it was too vast for individual enterprise to attempt. No combination of private capitalists was willing to risk a hundred million dollars in the construction of 2,000 miles of railroad through a wilderness. As the undertaking was strictly national, so no power less than that of the nation was sufficient to accomplish it; and large as the cost necessarily would be, the expenditure would save a much greater cost to the country.* But the Government did not wish to enter upon any new system of internal improvements on its own account; and its only alternative was to grant its aid in the most careful manner to such responsible individuals of suitable characterand energy as might be willing to risk a portion of their private means in the construction of the road.

THE COMPANY'S CHARTER AND ROUTE.

This charter was granted and perfected by various acts of Congress, and the Company comprises men of the highest reputation for integrity, wealth, and business experience. Among the officers are General John A. Dix, President, Thomas C. Durant, Vice President, and Hon. John J. Cisco, late Assistant Treasurer of the U. S., Treasurer.

The Capital authorized by the Charter is One Hundred Million Dollars, of which it is estimated that not exceeding Twenty-Five millions will be required, and of which Five Milliens have already been paid in.

Surveying parties were at once pushed out in various directions acrots the continent to find and locate the best available line between the Missouri River and the Pacific Ocean This was established at Omaha, in Nebraska, on the east, and will finally be at San Francisco, in California, on the west—a distance of nearly 1,900 miles. The Chicago and North Western Railroad is now complected from Chicago to Omaha, a distance of 492 miles; and several other roads are rapidly building to unite with the Union Pacific at the same point; so that its eastern connections will be numerous and complete.

The general line of the road from Omaha is west up the Valley of the Great Platte, and thence across the plains a distance of 517 miles, to the Black Hills, or easterly spur of the Rocky Mountains.—Col. Seymour, the Consulting Engineer, reports that the grade is much more favorable than was anticipated—the maximum to the Robky Mountains not exceeding 30 feet to the mile, and from that point to the summit, or divide of the continent, it will not exceed 80 feet to the mile. From the Rocky Mountains, the best practicable route will be taken to Great Salt Lake City, and thence by the Valley of the Humbolt River to the eastern base of the Sierra Nevada Mountains. The Central Pacific Railroad is now being rapidly built east from Sacramento, Cal., and is already completed about 100 miles, and will connect with the Unoin Pacific.

WHAT HAS BEEN DONE AND ITS COST.

As we remarked before, there has been very little talk, and a great deal of work. Almost before the public were aware, it had been begun. On the First of January, 1867, the Union Pacific Railroad was *finished* for 305 miles west from Omaha, and fully eqipped with Locomotives, Rolling Stock, Repair Shops, Depots, Stations, &c.—and the Company have on hand Iron, Ties, and other materials, sufficient to finish the road to the Rocky Mountains, or 517 miles from Omaha, by the first of September, 1867. It is expected that the whole line through to California will be completed in 1870.

The first 305 miles were graded bridged and ironed, with a heavy T-rail, and supplied with suitable Depots, Repair Shops, Stations, Locomotives, Cars, and all the necessary appurtenances, of a first-class road, for, $50,000 per mile, and it is believed that the remaining portion will not increase the average cost to more than $66,000 per mile, exclusive of equipments.

MEANS FOR CONSTRUCTION.

When the Government determined that the road must be built, it also determined to make the most ample provision to render its speedy construction beyond a doubt.

1st.—THE GRANT OF MONEY.—The Government issues to the Company its SIX PER CENT. THIRTY-YEAR BONDS at the rate of $16,000, per mile for the whole road, and, in addition, for 150 miles across the Rockp Mountains this grant is *trebled*, making it $48,000 per mile; and from the termination of this section to the California line (about 898 miles), the grant is *doubled*, making $32,000 per mile,—the whole amount being $44,208,000 These bonds are issued by the Government only on the completion of each section twenty miles, and after the Commissioners appointed by the President of the United States have certified that it is thoroughly built and supplied with all the machinery, &c., of a first class railroad. The interest on these bonds is said by the U. S. Treasury, and the Government retains, as a sinking fund to be applied to repayment of principal and interest, one half the regular charges made for transporsation by the Company against it. These bonds, which are a second mortgage, are not due for thirty years, and it is not improbable that the value of the services to be rendered to the Government during that period will constitute a sinking fund sufficient for their redemption at maturity.

2d.—THE FIRST MORTGAGE BONDS.—The Government permits the Company to issue its own Mortgage Bonds at the same time, end on the same terms, and for the same amount, and *by specied Act of Congress these bonds of the Company are made a* FIRST MORTGAGE on the entire line and property of the road, the Government bonds *being subordinate.* The amount of these Bonds to be issued by the Company is limited to an amount equal to those issued by the Goverment to aid in the construction of the road.

3d.—THE LAND GRANT.—While this is certainly munificent, at the same time it is most advantageous to the Government, for without it, all its own lands would remain almost worthless. It is a donation of every alternate section for 20 miles on each side of the road, or 12,800 acres per mile, and amounts to 20,032,000 acres, assuming the distance from Omaha to the California State line to be 1,565 miles. Much of this land, especially in the Valley of the Great Platte, is a rich alluvium, and is considered equal to any in the world for agricultural purposes. The Hon. E. D. Mansfield, the learned Commissioner of Statistics for the State of Ohio, estimates that at least 9,400,000 acres will be available to the Company within a moderate length of time, and that it is far within bounds to estimate this entire grant at $1.50 an acre, or $30,000,000. The Illinois Central has realized more than four times this sum from a similar grant.

RECAPITULATION OF MEANS FOR 1,565 MILES.

U. S. Bonds, equal to money,	$14,208,000
First Mortgage Bonds,	44,208,000
Land grant, 20,032,000 acres, say	30,000,000
	$118,416,000

—equal to a cost of nearly $76,000 per mile, which is believed to be a liberal estimate. This does not take into the account the value of the right of way and material, the stock subscription already paid in or to be paid in the future, or the present discount at which the bonds are offered, as they are expected soon to be at par.

The Interest on the Bonds is more than provided for by the net earnings of the various sections of the road, as they are completed. On the 305 miles on which the cars are now running west from Omaha, the receipts for the first two weeks in May were $113,000; and as the road is extended towards the great mining centers, the business in freight and passengers constantly increases—and as there can be no competition from rival roads, the Company has full power to charge remunerative prices.*

PROSPECTS FOR FUTURE BUSINESS.

It needs no argument to show that the traffic of the only railroad connecting the Atlantic and the Pacific, and passing through the great mining region, must be immense.

Although our annual product of the precious metals is now officially estimated at $100,000,000 per annum, a vastly greater sum will be obtained as soon as the Union Pacific Railroad opens the way to the golden regions of the Rocky Mountains. Now, the difficulties and cost of communication are so great, that none but the very richest veins can be worked; but with cheap transpotation, hundreds of thousands of hardy miners will successfully develop other mines, that, with less costly working, will be even more profitable than the average of those now in operation; and the business of this constantly increasing mining interest must pass over this road.

The records of our shipping offices show that no less than 50,000 passengers now annually travel by sea between the Atlantic ports and San Francisco; and these reckoned at $150 each (about one half of the steamer price) would produce a revenue of $7,500,000.

The overland travel is even greater.—In a single year, *twenty-seven thousand teams*, comprising a vast number of emigrants and travelers, departed from two points only on the Missouri River on their westward journey. If the truth of this statement was not familliar to all frontier'smen it might well be questioned. But, estimating the overland through travel at the same figures as that by steamer, and we have $15,000,000 as the minimum estimate on the same number of passengers. But the facilities for cheap and rapid transit furnished by railroad always vastly increases the amount of travel with the same population. The difference between the numbers who would take an ocean steamer or a prairie wagon and a modern palace-car, with its luxurious state-rooms, where the traveler eats and sleeps almost as comfortably as at home, may be as great as the difference between the numbers who were jolted over the mountains in an old-fashioned stage-coach and those in an Express train between any two great cities. Then, is it not safe to say that this *through* travel will be at once doubled on the completion of the road in 1870, and, with the rapid increase of Pacific Coast population in the next few years, more than quadrupled? Is it at all extravagant to assert that the *through passenger business* during the first year after the first train of cars runs from Omaha in Nebraska to Sacramento, will be worth twenty-five million dollars?—When to this we add half as much more for its *way* passenger business, and more than as much more then both for its freight, expresses and mails, etc., are there not the best reasons in the world for the believing that the Union Pacific Railroad will be one of the most profitable as well as one of the grandest works of modern times?

THE SECURITY AND VALUE OF ITS BONDS.

We have made these calculations that the public may have some brief data of facts from which to form their estimate of the value of the Union Pacific Railroad Company's First Mortgage Bonds. Besides, men of the greatest railroad experience in the country have shown their confidence in the stock by liberal subscriptions, and this stock must be subordinate to all other claims. But there are stronger proofs of the security and value of the First Mortgage Bonds than any we have named:

1. That for the safety of the country as well as national economy the road is indispensable

2. That by an investment of about fifty millions in a *Second* Mortgage on the road, the Government practically guarantees the principal and interest on the First Mortgage.

The Company now offer a limited amount of its First Mortgage Bonds, bearing six per cent. interest, payable semi-annually in coin, at ninety per cent. This interest, at the current rate of premium on gold is equal to nine per cent. per annum on the price for which they are now offered. The Company expects to sell but a small amount at this rate, when the price will be raised, and like all similar bonds they will finally rise to a premium above their par value. The subscribers to this loan will not only have the advantage of very liberal interest and very safe security, but will also have the satisfaction of having assisted in the construction of the greatest national work of the country.

* It has been proved, already, that the entire interest on the fifty millions in bonds advanced by the Government will be saved more than twice over in the consequent diminution of the Government expenses in the regions through which the road passes.

* The price of freight by teams from the Missouri River was formerly twenty-five cents per pound, or $500 per ton.

Law of Estrays.

The following is the law with reference to estrays:

"Persons having stray cattle or horses in their possession are liable in the sum of five dollars and will receive no compensation for damages or costs if they fail to report the fact to the Town Clerk within four days; and it is his duty to make record of the same, subject to the same punishment in default thereof. If the owner of the estray present himself to the Clerk within ten days, he is entitled to receive it, on payment of charges. If, after the expiration of that time, no owner is found, the person possessing the estray is required to advertise it; and if within six days thereafter no owner appear, the person taking up the same shall apply to a Justice of the Peace in the township, who is required to issue his warrant to a Constable, who after giving ten days' notice, is required to sell the same—the money for which is to be paid into the hands of the Justice of the Peace, who is to pay all resonable charges for the cost of keeping, registering, advertising, selling, &c., and the balance, if there be paid into the county treasury.

A Terrible Bedfellow.

I looked at my neighbor with considerable curiosity. His face indicated a man of not over thirty years—a period at which men are still young, but his hair was as fresh fallen snow. One seldom sees even on the heads of the oldest men, hair of such immaculate whiteness. He sat by my side in a car of the Great Western Railroad in Canada, and was looking out at the widow. Suddenly turning his head he caught me in the act of staring at him—a rudeness of which I was ashamed.—I was about to say some words of apology, when he quietly remarked:

"Don't mention it, sir; I'm used to it."

The frankness of this observation pleased me and in a very little while we were conversing on terms of familiar acquaintanceship, and before long he had told me the whole of the story.

"I was a soldier in the army of India," he said, "and, as is often the case with soldiers, I was a little too fond of good liquor. One day I got drunk, and was shut up in the black hole for it. I slumped down upon the floor of the dungeon, and I was just dropping off to sleep, when I felt a cold, slimy shape crawling across my right hand as it lay stretched out above my head on the floor. I knew it was a snake! Of course my first impulse was to draw away my hand, but knowing if I did so the poisonous reptile would probably strike its fangs into me, I lay still, with my heart beating in my breast like a trip hammer. Of course my fright sobered me instantly. I realized all my peril in its fullest extent. O! how I lamented the hour that I had touched liquor! In every glass of liquor they say there is a serpent; but it does not come to every one in the shape it did to me.—With a slow, undulating motion the reptile dragged its carcass across my face, inch by inch, and crept down over my breast, and thrust its head inside my jacket. As I felt the hideous scraping of the slimy body over my cheeks it was only by most tremendous efforts that I succeeded in restraining myself from yelling loudly with mingled terror and disgust. At last I felt the tail wriggling down towards my chin; but imagine what I felt at heart, if you can imagine it, as I realized that the dreadful creature had coiled itself up under my jacket as I lay and had seemingly gone to sleep, for it was still as death.

Evidently it had no idea that I was a human creature; if it had it would not have acted in this manner. All snakes are cowardly, and they will not approach a man unless to strike him in self-defense. Three hours I lay with that dreadful weight in my bosom and each minute was like an hour to me—like an hour to me—like a year! I seemed to have lived a life time in that brief space. Every incident of my life passed across my mind in rapid succession; as they say is the case with drowing men. I thought of my mother, away in old England; my happy home by the borders of the Avon; my Mary, the girl I loved, and never expected to see them more. For no matter how long I bore this, I felt that it would end in death at last. I lay as rigid as a corpse, scarcely daring even to breathe, and all the time my breast was growing colder and colder where the snake lay against it with nothing but a thin cotton shirt between my skin and its. I knew if I stirred it would strike; but I left I could not bear this much longer. Even if I succeeded in lying still until the guard came, I expected that his opening the door and coming in would be my death warrant all the same; for no doubt the reptile would see that I was a man, as soon as the light should be let in at the door. At last I heard footsteps approaching. There was a rattling in the lock. It was the guard. He opened the door. The snake—*a cobra di capella* I now saw—darted up its huge hooded head with the hideous rings around its eyes, as if about to strike. I shut my eyes, and murmured a short prayer. Then it glided away with swift motion, and disappeared in the darkness. I staggered to my feet, and fell swooning into the arms of the guard. For weeks after I was very sick; and when I was able to be about, I found that my hair was as white as you now see it. I have never touched a drop of liquor since."—*William Wirt Sikes.*

Railroad Baggage.

A law regulating the amount of baggage each passenger on Pennsylvania railroads shall hereafter be allowed to carry, was passed at the last session of the Legislature. It provides that each passenger shall be entitled to carry one trunk or box, not exceeding one hundred pounds in weight; that when baggage shall be lost and damages claimed, not to exceed three hundred dollars shall be allowed for each trunk or box together with its contents; that if any person wishes to carry more weight or greater value of baggage than this, he or she must have the trunk or box weighed by the baggage agent before starting, disclose the value that will be claimed in case of loss, and pay any extra for excess as may be required by the particular railroad company.

The reason many marriages occur immediately after a great war, is that bachelors become so accustomed to strife that they learn to like it, and after the return of peace they enlist in matrimony as the next thing to war.

Mr. Kolb, of Williams township, Northampton county, sold this spring about six thousand heads of salad, averaging seven cents per head.