

The Somerset Herald.

THE GLORIOUS FOURTH comes on Wednesday.

The first cherries of the season were in market on Friday.

A very heavy rain storm visited this section Monday afternoon.

It seems that the "Glorious Fourth" is not to be celebrated in Somerset this year.

Judge Bar is holding a two-week's term of Court at Bedford.

Mr. J. M. Reid, of Danbar, spent Sunday and Monday in Somerset.

Mr. J. Klunmold, of Meyersdale, was in Somerset on Sunday.

Quite a number of city people who intend spending the summer in Somerset, arrived last week.

Messrs. H. B. Colburn, P. R. Hanch and F. C. Reed, of Frostburg, Maryland, were in Somerset Sunday.

Mr. Will W. Picking, who occupies a position in a large plate-glass establishment in New York city, is home on a visit.

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For our lady readers: A tea-spoonful of borax put in the last water in which clothes are washed will whiten them surprisingly. Douse the borax so it will dissolve easily. This is especially good to remove the yellow that time gives to white garments that have been laid aside for two or three years.

We think it is now about time to quit this straining for a name to describe some new shade of color in ladies' dress goods and ribbons. The "crushed-strawberry" and "mauve" shades which were perhaps well enough in their way for the vocabulary of society; but when it comes to calling an ash-gray color "lighter rose" it is high time the nomenclature was dropped.

RAILROAD NEWS.—The following is taken from the Pittsburgh Commercial-Gazette of the 23d inst.:

A number of prominent railroad men stopped over at the Monongahela House yesterday, leaving for the east at 3 o'clock. They are Mr. R. K. Sheldon, Philadelphia, President of Vanderbilt's Harrisburg and Western main trunk line; Mr. Sanger, New York, Treasurer; Robert J. Sayer, Bethle hem, Pa., Director, and Oliver W. Barnes, New York, Chief Engineer. The party in the city was to arrange the right-of-way matter down Sewickley creek valley with the Chartiers & Youngheough people. A conference was held in the morning and an amicable understanding had to adjust the lines of the two roads so no interference would ensue. Both roads will run down the same valley. Chief Engineer Barnes gave some interesting information concerning the great new trunk line. Mr. Barnes is an old Pittsburgher. He was Resident Engineer in charge of the western division of the Pennsylvania railroad during its construction from 1847 to 1854, and subsequently was Chief Engineer and President of the Pittsburgh & Conemaugh, now the Balto. & Ohio branch. He built the Division of this road from West Newton to Connellsville, and the Salter Pass tunnel, and was successful in the Presidency by B. H. Latrobe in 1856.

THE GREAT TUNNEL.—Although much has been published concerning the Harrisburg & Western, the correct line is new to all. The road leaves Harrisburg where it connects with the Philadelphia and Reading lines, East, and runs in a direct line 100 miles to Bedford, then to Somerset, to near Mt. Pleasant, and down the Big Sewickley Valley to its mouth, where it intersects the Pittsburgh, McKeesport and Conemaugh, and the Conemaugh and Western, forming a line from Harrisburg to Pittsburgh 229 miles in length. Two overhead bridge crossings of the South West Pennsylvania will be made, one near Mt. Pleasant and the other near Paint or to return on regular terms by continuous journey, until the latest improved patent of this firm, which will be a valuable and important contribution to the construction will be let in the fall.

TEN GREAT TUNNELS.—Ten tunnels will be constructed, some of them unusually large. The first is the Blue Ridge, twenty-five miles in length, 29 miles long, and the second, one mile west of the Blue Ridge, the Kittanning tunnel, 4,635 feet; third, the Teocara tunnel, 2,597 feet; fourth, Siding Hill tunnel, 3,200 feet; fifth, Allegheny Hill tunnel, 4,700 feet; sixth, Allegheny Mountain tunnel, 5,900 feet; seventh, Negro Mountain tunnel, 2,000 feet; eighth, Laurel Hill tunnel, 5,300 feet; ninth, Sewickley tunnel, 1,900 feet. The general maximum grade going east is 2 1/2 feet to the mile, but a large proportion of the road is on grades of 3 feet to the mile. The ascent of the road is made with the Allegheny mountains will be made with a grade of 16 feet to the mile on tangents, reduced on curves in proportion to the rate of curvature in such manner as to make the curve equivalent to straight line. This rate of grade is the same as that used on the Pennsylvania railroad in the ascent from Altoona to the summit of the Alleghenies, and is the same in length, ten miles. The right of way for nearly the whole line has been obtained, and generally by free releases and the land owners. No unusual difficulty has been encountered in this respect. The company has secured a tract of land on the west side of the Susquehanna opposite Harrisburg, known as the Walton farm, containing 245 acres, for terminal facilities. At other points along the line some of the most important structures have been secured. When shops are required they will be erected at Harrisburg. The road is to be built in the best manner with double track, seventy-pound steel rails and every known improvement.

CONTRACTS TO BUILD.—"When will the contracts for building the road be let," was asked Mr. Barnes.

"The contracts will be let by September 1, and work commenced at once. The first rail will begin at the headwaters of the road, and as the work progresses it will make a complete railway a thing rather unexpected by its friends."

CONSIDERABLE FEELING.—A number of serious have been preached here and at Ursina, upon that subject. It has been widely argued that the preceding of more railroads, and the little less laid down would answer a better purpose.

LIVING CLOSE TO FAYETTE COUNTY.—We take more of the feeling occasioned by the killing of N. L. Dukes, the murderer of Captain Nutt, by his son, James Nutt, than those living more remote from the scene of the double tragedy. The feeling here is all with young Nutt, and the sentiment expressed is that the shot that killed Dukes was a righteous shot, and rid the county of the loathsome presence of a foul murderer.

STOYTOWN ITEMS.—The following is taken from the Fourth, for a good time anticipated.

WILLIAM M. VICKER.—An enterprising tinner, has greatly improved his premises by enlarging his store building, and having the same and his dwelling handsomely painted.

BE WORN.—The place has sold what is commonly known as the brick corner, to Jerry Maury, of Jenner township, who will take possession in a few days.

DAVID WIT.—David W. is responsible for the following. He states that while looking over in his lot he discovered what he supposed to be a black walnut root, but to his surprise found it to be a huge cut-worm, measuring eighteen inches in length, which he distinguished as the "cut-worm."

QUITE A NUMBER OF CITIZENS have greatly improved the appearance of our streets by taking up their old pavements and replacing them with new ones. There are many places who should do likewise.

MESSRS. SHILLERS & GILVER have shipped quite a large amount of lumber during the past few months, and are very actively engaged in the lumber trade.

REV. FELTON and family have started on a tour through the West, and will be gone about six weeks. Rev. Welch will fill his appointments during their absence.

W. H. COVER, of Berlin, who will graduate the latter part of this month at the Huntingdon Normal has secured our school books, and will teach a select school during the coming fall. As he is a young man of marked ability, a large class is anticipated.

ROAD MAKING in this township is finished for this summer. The people are so tired that there are about two thousand dollars expended on the roads of this township which is perfectly right, only one has to wonder sometimes why the public roads are always in such a bad condition.

JUNE 23d. At 11 o'clock A. M. Primary in full ballot and Bissler agent for District Attorney. At present writing indications are that he will be nominated.

FOR SALE.—One dozen Feed-Cutters. RUDOLPH FERRER.

BY AN EXECUTIVE ORDER issued on Monday last, the 19th Instant, the Revenue District of Somerset, for the year 1883, is hereby dissolved, and the duties thereon assigned to the several counties of Somerset and Bedford as follows: The counties of Somerset and Bedford are added to the Pittsburgh District, and the counties of Huntingdon, Bedford and Cambria are consolidated with the Allegheny District. S. M. Jackson, Collector, and the counties of Fulton, Franklin, Millin and Adams are attached to the Lancaster District. A. J. Kaufman, Collector.

CAPE MAY'S ATTRACTIONS.—A SELECT EXCURSION ON JUNE 27th.—8:00 P.M. For RETURN on Monday next. The close observers of last season's excursions at summer resorts, noted the decided prominence which Cape May took in the competition for patronage, and as well the great success which followed. Stimulated by his efforts, the famous old watering place comes to the fore with a large and brilliant contingent without interruption from June 30th until far into September, and of a character and variety that will satisfy the sojourner for the season as well as the transient visitor. Frequenters of the Cape are familiar with the great Hotel, the Casino and the Casino building, the view of the shore, drive, and the surf beyond. An immense pavilion, capable of accommodating an orchestra of one hundred musicians with a portable extension, is now being erected, and an addition to the porch is being made by flooring in eight thousand feet of the lawn adjoining, thus making a grand dancing pavilion and auditorium, unequalled on the coast.

OPERATIVE, ORATORIC, AND PROMENADE courses, and a ball, are to be given on a scale of completeness and grandeur never before attempted at the seaside.

ON SATURDAY, JUNE 30th the festivities commence with a visit of the famous State Fencibles, of Philadelphia, accompanied by full bands and drum corps, in a grand parade of the Fencibles Saturday evening.

THE FENCIBLES will be a grand concert in the new pavilion during the afternoon, and at night a ball complimentary to the Fencibles, with a lawn concert alternating.

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