The Somerset Herald.

GEORGE R. SCULL, Editor.

WEDNESDAY.....February 8, 1889.

Perfume cases at Biesecker & Snyder's.

All kinds of trusses at Biesecker & Snyder's.

Tobacco and Cigars a specialty at Schrock's Grocery.

Eye glasses and spectacles at Biesecker & Snyder's.

All the different odors of extracts at Biesecker & Snyder's.

Old shell corn at bottom prices, at M. Schrock's feed store.

For choice sweet potatoes and cranberries, go to Schrock, the Grocer.

Arbutus Flower is sold by M. Schrock only. It is warranted the best.

263 decrees in divorce were granted by the courts of Allegheny county during 1888.

M. Schrock is a leader of low prices in everything in the Grocery, Flour and Feed line.

The first day of April, the great financial and moving day will fall on Monday this year.

Bedford Water, bottled, recommended by all physicians, to be had only at Biesecker & Snyder's.

Save money and buy your canned goods from M. Schrock. They are always nice and fresh.

Four months of this year—March, June, September and December—will each have five Sundays.

It is said that their will be no less than twelve hundred temperance lectures in Pennsylvania during the next four months.

Chase & Sanborn's Java and Mocha Coffee is sold by M. Schrock only. It is guaranteed the best. Try it, and you will use no other.

We have on hand a large number of good brick which we will sell in quantities to suit the purchaser. Prices very reasonable. Yard opposite the planing mill.

HOLSINGER BROS. & PASSON.

Governor Beaver has ordered a requisition to be made out on the King of Italy for the delivery to Pennsylvania authorities of the Italian murderers of McClure and Flanigan, who have returned to their native land.

Call at the economy shoe store, and be convinced that cash will do wonders in the way of buying boots, shoes, etc.

SCHELL & SHIVLER.

The latest postal laws are such that newspaper publishers can arrest any one for fraud who takes a paper and refuses to pay for it. Under this law the man who allows his subscription to run along for some time unpaid and then orders it discontinued, or tells the postmaster to mark it "refused," and have a postal card sent notifying the publisher, lays himself liable to arrest and fine, the same as for theft, etc.

A spring medicine is needed by everyone. Winter food, largely consisting of salt meat and animal fats, largely causes the liver to become disordered and the blood impure, hence the necessity of a cleansing medicine. The best is Ayer's Sarsaparilla.

There is no danger of war, for the reason that Germany cannot afford to begin hostilities with this country while France maintains her threatening attitude. Bismarck has no desire to fight the United States, but he wants to seal Samoa if he can.—*North America.*

James Black, President of the State Temperance Union, has issued a call for the State Convention of friends of prohibition, to decide ways and means for an active campaign in the interest of the proposed prohibition amendment. The Convention will be held at Harrisburg on February 22.

Mrs. M. E. Schrock purposes making important business changes on or about March 11th, and before doing so our entire stock of Millinery Goods, Notions, Yarns, Ribbons and Jewelry must be closed out, regardless of cost. Here are rare chances for bargains for those who will call early. The goods will be sold.

When the mines in the Monongahela region were shut down two months ago, the protest of the miners against the enforced idleness were quieted by the hope of increased wages when the time for resumption came. The shutdown was rendered necessary, the operators said, because of excessive stocks and low prices. A shutdown would reduce stocks, advance prices and enable the operators to pay fair wages.

Just how the regular feast days named in the calendar move in the days when they occur, from year to year, is curious as well as interesting to note. Last year Shrove Tuesday occurred on the 14th of February; this year it comes on the 5th of March. This year Ash Wednesday, or Lent, occurs on the 6th of March, last year the 13th of February. Palm Sunday last year March 25th; this year April 14. Easter this year April 21; last year April 1. Whit Sunday last year was May 20; this year it will come June 9.

Wanted.

A solicitor for Somerset County. Must be a man of ability, $60 per month.

J. P. DAVIS, Manager.
New Florence Pa.

Wanted!

Hides and Furs, I will pay the highest cash price for all kinds of hides, pelts and furs. Call on me at my residence, immediately west of the S. & C. Station.

H. G. CUNNINGHAM.

Mackerel Fish!

Now in stock, a shipment direct from the Atlantic coast. Quality excellent, but prices high, and we can't help it. Try some of them.

Respectfully,
COOK & BERKITS.

A Chance to Save Money.

Some fine wraps still going at cost. The low prices for dress goods, curtains and underwear will be continued until the 20th of February.

MRS. A. E. URY.

Corn! Corn!

Do you want ten bushels, or more, of good mixed shell corn? If so, 47 cents per bushel will buy it. Do you want ten bushels, or more, of good yellow ear corn? If so, 47 cents per bushel will buy it. These figures good until February 1st, of this year.

Respectfully,
COOK & BERKITS.

The Time to Advertise.

Advertising is never so much in order by sagacious and merchants active as it is when a season has passed it first month. For instance, the stock of all winter goods, whether in the hands of manufacturers or merchants, should be got rid of before the season has filled two thirds of its length. To do this in all the lines for such goods needs far and liberal advertising.

The following letters remaining in the postoffice at Somerset, will be sent to the dead letter office if not called for within ten days from this date, February 4, 1889:

Barron, Henry C.; Conner, Jonas; Deetz, Samuel A.; Fisher, Joseph; Jarrett, C. M.; Miller, Wm. J.; Mourer, Harry; Price, Samuel H.; Rubright, David; Walker, George; Wolf, E. E.

J. K. CORNSON, P. M.

One Moment, Please.

We wish to thank the public for their generous patronage in the past year. Our trade has increased steadily for which we are thankful. This year we propose to do business on the cash basis, which will enable us to sell boots, shoes, etc., much lower than the credit firms. Why? For many reasons. Chief among them, because we do not have to add larger profits to make up for bad accounts lost. Kindly give us a trial and we will demonstrate the fact that cash will buy *big bargains.*

SCHELL & SHIVLER.

Increase of pension has been granted to Michael Holtzell, of Sand Patch.

Mrs. A. J. Hileman, wife of the clerk to the County Commissioners, with her children are visiting in Conflonce and Addison.

A Bohemian oats swindler was found guilty in the Venango county court Saturday, and sentenced to 18 months in the penitentiary.

There is said to be $8,400,000 invested in distilleries in the 23d Internal Revenue district, which embraces the southwestern counties of Pennsylvania.

Miss Mary Zinn accompanied by her friend, Miss Jennie Pugh, are visting at the former's home near Berkley's Mills. They will return to Somerset during the month.

Capt. H. H. Kuhn who has been confined to his home, in Johnstown, for several weeks suffering from his old army wounds, we are glad to learn, is convalescent.

Prof. C. C. Case closes his musical convention with a grand concert, at the Opera House on Friday evening. Among the chorus songs will be the grand anvil chorus by Vedi, with anvil accompaniment. Admission 25 cents.

The County Assessors with the exception of Elklick Township have filed their triennial assessments in the commissioners office. It is found on computing the figures that the total county valuation for 1889 is $304,000 less than it was in 1886.

The attention of our readers is directed to the advertisement of the reliable firm of Parker & Parker. Their recent "red letter" sale, advertised in the HERALD, left their shelves and counters bare, and they are now being replenished with new and latest style goods.

Mr. Charles P. Hood, of Connellsville, was quietly married in Pittsburgh on Wednesday last to Miss M. L. Rebound of that city. Mr. Hood has many friends among Somerset's young society people to whom this intelligence will prove somewhat of a surprise.

A number of our townspeople are taking advantage of the present cold snap to fill their ice-houses for the coming summer. The ice is only about five inches thick and of a very inferior quality. In a week or two, after the ground hog has gotten in his work, maybe they'll wish they hadn't.

Among the callers at the HERALD office during the week was Mr. Edmund Maurer, born and reared in Somerset county, but now a resident of Derry Station, Westmoreland county. Mr. Maurer has been a resident of Derry for the past six years and this is his first visit to his old home in that time.

All of the miners employed in the Osborn coal mines on the S. & C. R. R. struck for higher wages Saturday, alleging that a reduction made wages so low that they cannot earn a living. This is the second reduction coming within the week, and reduced wages from 55 to 40 cents per ton. The miners refuse to work unless they receive 55 cents.

Judge McLean of Gettysburg on Saturady called up the five applications for liquor license in that place held over from Monday and granted them all. Each applicant was, however, required to give bond for $100 to guarantee the pay to the parents of two confirmed drunkards, to whom they had sold liquor contrary to the injunction of the court, the sum of fifty cents a week for six months.

Miss Mary Forward has placed a number of water colors, fresh from her brush, on exhibition at Fisher's Book Store, where they are attracting general attention. Miss Forward graduated from the Cincinnati Academy of Design several years ago, with highest honors, and since that time has faithfully pursued her studies. The sketches on exhibition well merit the many compliments bestowed on the gifted young artist.

An old man, known as "Dutch Fred," has been selling liquor without license in Dunbar township, Fayette county. The women of the neighborhood have several times warned him to desist or they would drive him from the community, but he kept on at it. Finally a committee of "White Caps" waited on him at night, stripped him and shaved one side of him, begining at his head, taking the hair and beard off one side. He presented a curious appearance when his tormentors had finished.

Prohibition does not seem to be a success in Georgia. In that State in 1887 there were 38 "wet" counties to 100 "dry." There are now 94 "wet" and 74 "dry." When the people have demonstrated to their own satisfaction that prohibition does not prohibit or even restrict, and also figured out what it costs them to meet expenses imposed on them by the liquor traffic, perhaps they will adopt high license, which has at least the merit of compelling the liquor business to support its own burdens in a large measure.—*Waterbury American.*

Gen. G. A. Abbott, Commander-in-Chief, S. of V. U. S. A. has lately issued an order requiring this organization to publicly commemorate the anniversary of the birth of Abraham Lincoln. In compliance with this order Capt. Jas. Hinchman Camp have made arrangements for a meeting to be held in the Court House, Tuesday evening, Feb. 12th, at 7:30 o'clock.

Rev. Hiram King, F. J. Kooser Esq., and Hon. A. J. Colborn have consented to be present and deliver addresses. All are cordially invited to attend. Let there be a patriotic gathering of our people in honor of the memory of Father Abraham.

'Squire Adam Holsopple, whose death occurred a few days since, was one of the earliest settlers of Paint Township, having long years ago nestled himself on the west bank of the Shade in a quaint little old log house and planted about it a grove of pines which as they grew up completely hid his house from view. He had a good farm—very productive—a fine orchard, and he gave his place his personal attention. He took a very prominent part in politics, and served many years as Justice of the Peace. One of his sons lived in the same house with him since the death of his venerable wife, which occurred several years ago. He leaves also several other sons and daughters.

Rev. Amos Sell, formerly pastor of the Lutheran church at Stoystown was arrested at Mansfield, Ohio, on Tuesday last, by the chief of police of that city, in compliance with a request from Sheriff McMillen, who had gone to the neighboring town of Ashland to apprehend him. Sell learning of the coming of the Pennsylvania officer, took the first train out of town and then avoided the Sheriff, who immediately telegraphed his description to the Mansfield authorities whither he had gone, and his prompt arrest followed. Sell was lodged in the Somerset county jail Tuesday where he will await the action of the grand jury on a serious charge brought by a young lady of Stoystown.

So far as surface indications go, we fail to see anything particulary strange in an item running the rounds of the press, and credited to a scientific Journal, and come to think of it, it would only be strange if the fact stated were the other way. We allude to what is said of the world-famed tenor singer, Campanini, who is said "never to be comfortable unless he has something in his mouth to chew." Now, in our way of thinking, based upon several years of close observation and a little personal experience, things are not generally chewed except they are in the mouth. At least that is the usual way by which things are chewed in Pennsylvania, however it may be done in Massachusetts where the news item about Campanini originated. Further, the great tenor is not singularly different from thousands of men, who are only comfortable when the quid is undergoing the process of being chewed; nor does he differ from a multitude of women, whose comfort seems to consist in working their seemingly well lubricated jaws at the rate of about a hundred times per minute in the fascinating task of chewing gum.

Our Trip to the Great Northwest.

Having completed my arrangements for witnessing the frigid beauties of an "Ice Palace" and participating in the festivities of a "Winter Carnival," without heeding the prognostications of either General Greely, or our Canadian friend—forteller of approaching cyclones and humidity—brother Venner, we set out from Somerset at 10:16 o'clock Monday morning, Jan. 21st. True, the rapidly falling snow of first wintry day augured delay and discomfort, blockades and consequent suffering, which coupled together with the volunteered knowledge of a few farsighted and sympathetic friends—who shared the belief common with eastern people generally, that the inhabitants of the great northwest are closely allied to the Esquimaux and use dogs and sledges as their only means of transportation throughout the entire year—we said good bye with a tinge of regret.

Close connection was made at Cumberland with the "Chicago limited" the pride of the B. & O. R. R., and one of the marvels of recent railway invention for the safety and comfort of passengers. The transfer at Cumberland was but the effort of a minute and the next we were steaming up the North Fork of the Potomac at the rate of 45 miles an hour. The limited is a "humamer," and a few words of description may prove interesting to those who have never enjoyed a ride in its palatial coaches. The train is made up of two Pullman sleepers, two day coaches, smoker, baggage, mail and express cars. The entire train from the engine is vestibuled—thus enhancing the safety and comfort of passengers—and so compactly and simply has it been constructed that it is possible to run the entire distance from Philadelphia to Chicago with all the car doors open without admitting a breath of outside air to disturb the comfort of its occupants. The coaches are all heated by steam drawn from the locomotive and are kept at an even temperature. A colored porter is assigned to the day coaches and it is his duty to look after the comfort of the passengers and wait on their wants as well as to keep the windows and floors clean.

The afternoon's ride cannot fail to prove interesting and entertaining even to those who, like the writer, have been reared and nutrured among the frosty hills of the Alleghenies, but to whom mountain scenery is forever furnishing novelties and delights. The picturesque scenery of the upper Potomac and Cheat rivers were known to fame long before McNally wrote his geography or the summer idler found his way thither to while away happy hours mid their kaleidoscopic beauties.

We left hoary old winter in the Virginia hills, and passed from their snow-capped crests out under the warm smile of the evening's sun. An hour and a half's ride this side of the Ohio a dining car was attached to our train, and all who were willing to part with a paltry 75 cents were regaled with a meal fit for the "barons" of the land, served in capital style. I would like to reproduce the bill of fare for the benefit of my readers, but as I went entirely through with it, it could not be done without considerable discomfort. The meal was despatched while the train was running at the rate of 55 miles an hour, and barring the additional pleasure of novelty, everything was as quiet and comfortable as one could expect in his own dining room. Sleep soon followed the soothing fumes and nicotine inhaled from a Berlin "toby," and we awoke to find ourselves in the city of Chicago.

It is not the purpose of the writer to describe the stupendous growth and wonders of this great trade centre, but simply to chronicle a few first impressions. In the first place, Wednesday morning's sun had converted the sooty ice of the streets into a muddy slush several inches deep, rendering foot-travel and sight-seeing anything but desirable. The great crowds on the streets presented an entirely different appearance to us than any to be seen in the eastern cities. This should not be wondered at, for as one stops to listen he hears every tongue of the civilized globe spoken as the vast congregation surges onward. I thought I could detect every here and there an "anark"—or more properly, an anarchist—one of those fierce, misguided spirits whose desire is to alleviate the poverty of his race by making his more fortunate neighbor disgorge with his fellows. We observed, too, an entire absence of that retired, genteel class, to be found in any eastern city. Chicago, it would seem, furnishes no home for gentlemen of leisure. Everybody is busy and in a hurry, and my friend and I kept indoors lest we might find ourselves "in the consommé." The hundreds of massive, ponderous business blocks, towering eight, ten, twelve and fourteen stories towards the heavens, struck the writer with awe, and caused his friend to wonder where all the people come from to occupy them. We looked in vain for the sign "to let." The resident portion of the city along the lake front and on Michigan avenue and all of the streets paralleling and converging into it, seemed to have been designed and erected by architects and builders who had an "open sesame" to the purses of their owners. Every conceivable style of ancient and modern architecture finds representation on these beautiful avenues, and yet one misses that quiet tone and refinement that only old age seems to impart. For instance, here is a palatial residence, costing thousands, whose owner is a successful bear on the exchange, and on its summit is the insignia of its master's occupation, a veritable bruin, seated on his haunches.

Leaving Chicago at 5:30 P. M., on the "Vestibuled Limited," of the Chicago & Northwestern Railway, we were astonished to find what a handsome and luxuriously equipped train that fine runs for the accommodation of its northwestern travel. The Chicago & Northwestern operates 7,000 miles of road-bed, possibly several hundred miles more than any of the great railway corporations of the Northwest. It covers the entire country west and north-west of Chicago like a huge spider's web, and touches at all the principal cities of that region, including St. Paul, Minneapolis, Milwaukee, Madison, Duluth, Lincoln, Sioux City, Omaha, Denver, Council Bluffs, Des Moines, Yankton, Deadwood, and hundreds of other and intermediate points. Their train service is as near perfection as the present age has arrived at, while the roadbed is in such perfect condition that few of its rivals can compete with it, and none can excel. Both Wagner and Pullman sleeping cars are run over this line, and the regular passenger coaches are models in the way of modern comfort and excellance. This company operates their own dining cars, which are connected with all through trains, and they have long enjoyed a national reputation for the excellence of the meals set before their patrons. The Chicago & Northwestern handle an enormous number of passengers each year and its employes seem to have been drilled in the attainments necessary for gentlemen as well as those adapted to the company's business. The passenger station of this company in Chicago is right in the heart of the city, easy of access from all the hotels and business blocks. It is large, comfortable, and contains all the conveniences necessary for a building of its character.

We arrived in St. Paul at 7:30, Thursday morning, having made a run of 409 miles during the night, and notwithstanding the hazy light of that hour, our attention was drawn to the handsome Union Station, where the different railroads entering dump their human freight. My space forbids that I say more than that it is one of the handsomest structures for the accommodation of passengers on the continent.

A stranger's first impressions of a new city are generally drawn from its hotels, as his stomach is apt to be always ravenous when he arrives. The Ryan House, at St. Paul, would be a credit to any of our eastern cities outside of New York, since none of them can excel it, either in structure, decoration, upholstery, furnishings or appointments. Of course, we were disappointed in not seeing the ice Palace, but it had been postponed for the very best of reasons: Want of ice. We had learned before leaving home that the Great Northwest was now in the banana belt and that storms and cyclones were hereafter conceded to the Middle and New England States. St. Paul and Minneapolis have long since been the miracle of our civilization, but to be appreciated, must be seen. Ten years ago Minneapolis had a population of 30,000, to-day it numbers 200,000. The business blocks and residences of these twin cities are on a magnificent scale—far surpassing anything in any city, of our acquaintance, of equal size.

Leaving St. Paul at 10 P. M., I arrived at Duluth at 7 A. M., Saturday morning, having traveled a distance of 117 miles northward during the night. Duluth, as all know, is the extreme limit of lake navigation, and is the city made famous by Proctor Knott in his address delivered before Congress in 1871 on the bill to renew the St. Croix land grant. The marvelous growth and possibilities of the Zenith city would furnish food for many times the space allotted to this article, and might possibly prove entertaining to those who are as yet entirely ignorant of the tremendous extent of its tributary territory, comprising agricultural and mineral wealth yet undeveloped, but that will in time—and a very short time—make it one of the chief commercial centers of the Union. Already ten different systems of railways enter this town and several others are rapidly pushing forward, with Duluth as their objective point. That it is going to be a large city and one of the wonders of modern times, none can doubt for a minute who take time to study its limitless possibilities. Two years since it was a village of two thousand people; to-day it contains more than 40,000. I was as much impressed with the push, energy, and boundless enthusiasm of its people as with the possible future of the city. The future has long been discounted since the streets have been graded, paved, lighted and seweraged for a population of at least 200,000. Their school buildings are of a character that Pennsylvania school directors have perhaps dreamed of but never seen. Their new hotel—with its dining-rooms and kitchens on the fifth floor—offering first-class entertainment to six hundred people, evinces the courage and confidence of its projectors, where the summer season cannot last more than two months.

Our stay in Duluth was necessarily short, but it was sufficient to instill ideas that are not born on the mountains' top, but rather spring into existence in new countries.

BOB.

New Improvements.

In addition to the marked improvements in the business houses of Somerset noted in last week's HERALD, the fine block erected by Col. Scull, General Coffroth and Odd Fellows, on West Turkeyfoot street, should not be overlooked. With a uniform front of 82 feet, finished after the latest style of architecture, this imposing block is an ornament to the town. The Scull building, occupied by the wide-awake Charles H. Fisher, is filled with a large and fine stock of saleable literature of the day. With the shelves filled with books on all subjects, from the light and the gay up to the solid, and counters lined with mouthies, weeklies and dailies, and drawers packed with paper, pens, pencils and everything else pertaining to stationary, Mr. F. is prepared in his attractive store room, to cater to the tastes of all.

Adjoining this building, on the South Side comes the Coffroth & Rappel law offices filled up with all the modern conveniences of the age.

Next is the large and beautiful store room, in the occupancy of our enterprising merchant J. B. Snyder. This room being somewhat unique in its plan and general arrangement is worthy of more than a passing notice. With a frontage of 25 feet and a depth of 56 feet, and the back part of the room taking the form of an L with a breadth of 40 feet, it gives ample room for the large stock of general merchandise which the interviewer of Fisk always carries. The back or L part, contains 13 tables, which are loaded down with all descriptions of clothing at prices at competing rates with the large clothing houses of cities east and west. The entire room is fitted up with the latest styles of shelving and counters—120 feet of the former and 82 feet of the latter. Back of the clothing department stands a highly ornamented counting office, where the proprietor can be found when not busy at the counters. Adjoining the general store department, but separated from it by partitions on the side and end, is the carpet room, 27x13 feet, in which there are now over 100 pieces of new carpets of all makes and styles from common two plies up to the best tapestry and finest brussels. This building reflects credit upon the I. O. O. F. who built it, and now occupy the second floor as a hall.

Low Priced Corn.

We continue the price of shelled at 45 cents, and ear at 47 cts., in 10 bushel lots and over, until February 15, 1889.

Respectfully,
COOK & BERKITS.

Jennertown Items.

Snow, snow, the beautiful snow.

Mrs. Charles Venier from Ligonier was here visiting J. H. Ream and family.

Wm. J. R. Hay, who hails from Berlin, was here last week visiting his brother Jno. O. Hay and family.

The old saying is that the last Thursday in the month is to rule the next. If true how will the month of February be.

On Sunday night, Jan. 20th, while J. O. Hay and family were attending church, some party or parties entered the house and took therefrom one hundred and ten dollars in paper money and also other papers valued at fifty dollars. No clue to the perpetrators.

Sneak thieves tried to enter the smoke house of Mrs. Rhoades, a few nights ago. Mr. Bell, her son-in-law who was visiting her place at the time saw the thieves. Mr. Bell not being slow about matters got his revolver and shot while one was trying to effect an entrance. The shot not being effectual they made good their escape.

W. F. K.

Notice! Notice!!

Cheap Goods! Cheap Goods!! We are preparing to leave Lavansville in the Spring and in order to reduce our stock to move more conveniently, we will sell

AT COST FOR SIXTY DAYS,

for cash, or country produce.

Come one, come all and buy your goods without paying any profit for them.

J. C. MILLER & CO.,
Lavansville, Pa.

Pugh Items.

Philip Will has a lime stone quarry on his farm.

Three of Brothersvalleys patent gate men left for Westmoreland and Indiana counties Monday.

Mr. J. S. Snyder has parted with his pair of beatiful iron gray horses. They brought a good price.

C. E. and Albert Weigle have been engaged for some time in quarrying lime stone in the Nigger Mountain tunnel.

A "spelling bee" was held at the Schrock school house one evening last week. It was a great success. Mr. C. E. Ringler is the teacher.

Josiah Mostoller is the leading contractor of this vicinity. He has uncovered more lime stone this season than any of our workmen.

JOHN.

"Ayer's Cherry Pectoral has given me great relief in bronchitis. Within a month I have sent some of this preparation to a friend suffering from bronchitis and asthma. It has done him so much good that he writes for more."—Charles F. Dumterville, Plymouth, England.

Nigger Mountain Items.

Miss Susie Davis of Fayette County, was the guest of Miss Sadie A. Weigle.

Messrs. H. D. Will and A. S. Weigle, will leave for Fayette County Saturday.

Messrs. W. H. Weigle and C. E. Ringler, are counted as the two best singers in this vicinity.

Misses Minnie V. Lease and Lucy V. Weigle spent a few days in Pittsburgh with their aunts.

FERRET.

The South Penn Road—The Vanderbilts in Control.

On the heels of all the bright talk about the revival of the South Penn Railroad project, comes the announcement from New York that the Vanderbilts had bought a controlling interest in the stock of the South Penn Railroad Company; that they would turn this over to the Pennsylvania Railroad Company, and that the South Penn project was dead for all time.

NEW YORK, Jan. 13.—The *Sun* says the destiny of the South Penn Railroad has at last been settled. The indications are that an agreement as to its disposition was arrived at two months or so ago, when the New York Central and the Pennsylvania Railroads entered into a new traffic and rate alliance soon after the Central's open reduction in Westbound rates.

The control of the scheme has been gradually drifting toward the Vanderbilts for some time. The death of Dr. Hostetter, of Pittsburgh, helped the movement, which has since that event been gaining momentum, so that on Tuesday negotiations for the purchase by the Vanderbilts of the Pittsburgh interest in the concern were successfully concluded.

The Vanderbilts have all along been in a position to make or to mar the enterprise, but they had incurred in the beginning moral obligations to the other promoters that they could not ignore. They have not for a long time desired to see the work of construction resumed, and as the scheme had served this purpose they were willing to get rid of it. The price paid for the Pittsburgh interest has not been made public; in fact the entire transaction has been carefully guarded.

While no authoritative information can be obtained on the subject, it is perfectly well understood that the Vanderbilts will in due time turn the whole outfit over to the Pennsylvania Railroad, as they agreed to do when the great West Shore deal was made.

NEW YORK, Feb. 1.—The Vanderbilts practically have the control of the partially completed line, and lower much they might have delighted a year ago to push it through and run a sharp rival with the Pennsylvania they will let it go now, and introduce no bone of contention with trunk line matters.

The statement that the Vanderbilts have obtained control of the road was confirmed yesterday by President Chauncey M. Depew of the New York Central Railroad, who said that the reported acquisition by the Vanderbilts of the South Pennsylvania railroad was true, that the Vanderbilts had bought the Pittsburg interest and now had control but that no agreement had been entered into by them to turn the property over to the Pennsylvania railroad, and that it would not go into the hands or under the control of the Pennsylvania company.

ANOTHER ACCOUNT.

The information in Pittsburgh is that the Vanderbilts have secured the Carnegie, Frick and Ferguson holdings. According to one story the Pittsburgh gentlemen went to New York to meet the Vanderbilts on Tuesday and close the arrangement for the construction of the road. They were met with the statement that the Vanterbilts had concluded not to sign the Carnegie agreement for the construction of road, but would buy up all the stock at 60 cents on the dollar, without any allowance for interest. The proposition took the Pittsburghers—except, perhaps, Mr. Carnegie—by surprise, but it was finally accepted by enough holders to give the Vanderbilts control.

STILL THINK IT WILL BE BUILT.

"I think the South Penn will be built," said George Shiras, Jr., last night. "It is probable that the Pittsburgh interests have been sold out to the Vanderbilts, but the Vanderbilts will build the road, and it will prove in the end to the best interest of Pittsburgh. I do not believe that there is any truth in the statement that the Vanderbilts have sold out to the Pennsylvania Railroad Company, as stated by the New York *Sun*. This is to a degree conjectured, but in my opinion time will prove I am right. I am not at all discouraged over the outlook, but rather am inclined to take a rosy view."

B. F. Jones said: "I have not disposed of my interest, as was reported in the afternoon papers, nor have I any intention of so doing. Neither was I at a meeting in New York on Tuesday, as represented, and was not notified that such a meeting was to be held. The first intimation I had was in this afternoon's paper, which respresented that I was present. I do not propose to dispose of my holdings and believe the South Penn will be built."

The most important statement was made by H. C. Frick, who is now presumed to represent the Carnegie holdings, in addition to his original shares." He said: "I have sold all my interests in the South Penn and am no longer connected with it."

Ralph Bagaley refused to discuss the new phase, but brokers were generally of the opinion that Vanderbilts cannot sell out to the Pennsylvania Railroad, and that they purchased the interests of several Pittsburgh and Western stockholders with the understanding that the road is to be built as a seperate line from the Pennsylvania. A broker is quoted as stating that original bonds to the amount of $5,000,000 were sold the Vanderbilts for $3,500,000, and that these bonds and holdings are now worth $7,500,000. According to this report, the Vanderbilts have secured entire control of the road but, in the interest of the Trunk Line agreement, they have decided to allow the road to remain unfinished.

A POSSIBLE SOLUTION.

A Pittsburgher who is closely identified with railroad interess said last night he believed the South Penn would be built by the Vanderbilts and operated on a plan that would not be opposed by the P. R. R. He said the P. R. R. had been long overtaxed by the volume of business offered, and that it would not object to the construction of a line that would divide the business without compelling a reduction of rates.

The Guide.

You want a guide for shrubs and flowers;
For fifteen cents we'll send you ours
For eighteen eighty-nine.
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Both in its shape and type it's new;
Three colored plates and frontispiece too,
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Each flower will illustrated be,
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All copies will contain
Certificate that will procure
The price of Guide in seeds, 'tis sure,
So send and you'll obtain.
The largest and best Seed Catalogue in the world. James Vick, Seedsman, Rochester N. Y.

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OF NEW
SPRING GOODS
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A new line of handsome light and dark Standard Calicoes at 5 cents per yard at PARKER & PARKER'S.
New Ginghams,
New Dress Goods,
New Goods of every description arriving daily
AT GREAT BARGAINS
AT
PARKER & PARKER'S

REPORT OF THE COUNTY AUDITORS OF SOMERSET COUNTY, PENNSYLVANIA.

—o—

Receipts and Expenditures of Somerset County, Pa., from the First Monday of January, 1888, to the First Monday of January, 1889.

—o—

GEORGE J. BLACK, ESQ., Treasurer of Somerset County, Pa., in Account with the County of Somerset:

RECEIPTS—DR.

For Tax Received from Collectors of State and County Rates for the years 1885, 1886, 1887 and 1888.

No.	Collectors	Districts.	Yr	Co. Tax.	Spec. Tax.	State Tax.
1	Joseph Null	Addison	1887	$ 85 49		$ 44 47
2	Wm H Miller	Allegheny	"	142 56		1 34
3	John S Heffley	Berlin borough	"	103 72		29 86
4	Jacob C Critchfield	Black	"	249 98		10 05
5	Amos Walker	Brothersvalley	"	557 87		43 05
6	Simon Thomas	Conemaugh	"	722 54		49 81
7	A J Burgess	Confluence Boro	"	89 68		42 98
8	A Garlich	Elklick	"	879 05		54 19
9	Frederick Durr	Greenville	"	256 08		22 82
10	A H Kuhlman	Jefferson	"	176 71		11 41
11	Thomas Gallagher	Jenner	"	366 33		66 46
12	George W Johnson	Jennertown borough	"	98 82		10 00
13	Otto Lauentz	Larimer	"	35 29		23 45
14	James Colborn	Lower Turkeyfoot	"	85 76		22 75
15	Frank B Black	Meyersdale borough	"	312 84		76 83
16	W F Moore	Middlecreek	"	207 89		8 46
17	Joseph F. Sechler	Milford	"	299 37		4 73
18	Henry J Engbert	New Baltimore Bor	"	85 57		11 37
19	J H Zinn	New Centreville Bor	"	60 00		32 18
20	H E Miller	Northampton	"	59 84		56 82
21	M F Allison	Ogle	"	10 00		60 00
22	Jacob Hoffman	Paint	"	123 41		13 07
23	Jacob Kooontz	Quemahoning	"	439 80		42 94
24	Wm H H Baker	Rockwood borough	"	187 19		66 02
25	Lewis Lambert	Shade	"	285 44		16 08
26	Josiah Wolf	Somerset	"	283 00		87 81
27	Michael Elder	Southampton	"	413 91		24 88
28	Samuel J Lichty	Salisbury borough	"	157 11		152 87
29	David L Witt	Stoystown borough	"	116 80		28 74
30	Charles Maple	Southampton	"	112 98		00 00
31	George H Coleman	Stonycreek	"	297 85		27 15
32	N J Kretchman	Summit	"	234 85		18 45
33	J B Gerhart	Upper Turkeyfoot	"	32 19		58 42
34	Marcellus Andrews	Ursina borough	"	136 48		2 19
35	Peter Knerlem	Wellersburg borough	"	41 31		1 65
36	Frank P Anderson	Ursina borough	1885	35 00		0 00
37	Peter Shoemaker	Larimer	1886	00 00		10 00
			1888	$ 7971 38		$ 1091 21
38	Charles McMillan	Addison	"	1377 79	301 00	300 00
39	Henry Dorsey	Allegheny	"	736 17	290 41	76 42
40	Jacob J Zorn	Berlin Borough	"	537 48	230 00	135 00
41	A G Kimmell	Brothersvalley	"	2809 00	1050 00	100 00
42	Alex Snyder	Black	"	458 00	211 17	15 00
43	Isaac Yoder	Conemaugh	"	1892 00	632 00	622 00
44	A J Burgess	Confluence Borough	"	200 00	80 00	19 05
45	Abraham Lowry	Elklick	"	1527 34	612 16	270 71
46	Frederick Durr	Greenville	"	200 00	85 00	13 00
47	A H Kuhlman	Jefferson	"	700 00	280 00	40 00
48	Rufus Ranch	Jennertown Borough	"	75 00	25 00	10 00
49	John L Sipe	Jenner	"	2285 00	856 00	254 00
50	Otto Lauentz	Larimer	"	445 00	165 00	16 30
51	C H Ankeny	Lower Turkeyfoot	"	625 00	180 00	17 00
52	John F Hostettler	Meyersdale Borough	"	660 00	265 00	164 43
53	Jere Whipkey	Middlecreek	"	745 00	320 00	85 00
54	Alex C Markle	Milford	"	1675 00	455 00	100 00
55	H A Werner	New Baltimore Borough	"	92 00	30 00	26 03
56	N B Poorbaugh	Northampton	"	357 20	214 78	59 65
57	John D Snyder	New Centreville Borough	"	196 00	64 00	40 00
58	M F Allison	Ogle	"	26 00	9 00	60 00
59	A D Weaver	Paint	"	900 00	300 00	130 00
60	John H Ankeny	Quemahoning	"	1500 00	540 00	72 78
61	M H Hartsell	Rockwood Borough	"	162 77	68 77	26 48
62	H Kidner	Salisbury Borough	"	328 65	123 65	140 00
63	PearsonLing	Shade	"	1011 00	404 50	20 00
64	N B Medriff	Somerset Borough	"	751 00	351 30	617 20
65	S C Fox	Somerset	"	2779 00	1478 00	365 00
66	J B Baker	Southampton	"	320 00	100 00	25 00
67	Samuel Lambert	Stonycreek	"	1475 00	595 00	125 00
68	Charles W Pugh	Stoystown Borough	"	100 00	63 24	19 86
69	N J Kretchman	Summit	"	2217 48	763 00	296 27
70	L C Williams	Upper Turkeyfoot	"	1114 65	558 70	58 65
71	Isaiah J Miller	Ursina Borough	"	136 00	65 45	7 00
72	Peter Knerlem	Wellersburg Borough	"	72 00	17 00	16 00
				$26209 08	$11879 36	$ 3280 02
	To amount County Tax carried to right hand column					26209 08
	" " Special " " " " "					11879 36
	Grand Total Tax Collected					$ 56367 34
73	" " Borrowed Money rec'd from Coun., see Coun's Ledger Vol. 3, p. 132					12944 00
74	" " Rec'd on James Wells Unseated Land in Shade tp " " "					29 34
75	" " " Balance Prothonotary's fees " " "					5 00
76	" " " Unseated lot in Meyersdale name Sarah Kelly " " "					12 97
77	" " " Sale of Old Bridge at Fort Hill " " "					5 00
78	" " " of John King part payment of his half mse " " "					3 00
79	" " " for 130½ bushels coal at 5½ cents bushel " " "					8 15
80	" " " County Tax on Unseated Lands 1885 " " "					699 54
81	" " " " " " 1887 " " "					562 31
82	" " " Redemption money " " " " " "					56 40
83