

Waynesboro Village Record
Thursday, August 17, 1911

THE R. R. QUESTION.

No less than five different schemes for a railroad to this place are proposed, viz: 1. The Miramar. 2. The South Mountain. 3. A narrow-gauge from Scotland, via Mt. Alto Iron Works. 4. An extension of the "Tape Worm." 5. A road from the Western Maryland to Marion. Of these the first two companies have made definite propositions to us—the others are merely suggested. Now since, whatever our ability, it is unlikely that the citizens of this place will subscribe more than sufficient money to secure any one of these roads; it follows that a division of sentiment and subscriptions would result in defeating them all. It seems therefore imperative, in order to secure some railroad, that we should carefully consider the various projects that have been presented, decide with as little delay as possible upon some one, and to that one give our unanimous and hearty support. We propose in this article to consider the propositions and claims of the various companies, the facts as we understand them, and our own conclusions after a careful examination of the whole subject.

THE MIRAMAR R. R.

This company proposes to build a Rail Road from the Susquehanna at Bridgeport to the Potomac at Shepherdstown. It claims to be strongly supported by the Pennsylvania and Reading R. R. Companies, and to have the promise of substantial aid from them. The contract for constructing the road through Cumberland county was let on the 7th instant. Work is to be commenced this week and that portion of the road completed within twelve (12) months. The company proposes as soon as the people from Fayetteville to Waynesboro (not including the Mt. Alto Iron Company) shall have subscribed \$110,000, to guarantee a road completed to Waynesboro within eighteen months. The advantages this company claim over others, are as follows: 1. It is the shortest route—the distance from Waynesboro to Harrisburg by the Miramar being 60 miles, by the South Mountain 63 1/2 (admitting that it is but 27 miles from Pine Grove to Waynesboro, though it will be found to be at least 30). It is also 21 miles shorter than the Cumberland Valley R. R. from Greensboro.

2. It is a through line, giving direct connections with the system of roads centering at Harrisburg, with the Western Maryland and Washington County Railroads, the Chesapeake and Ohio Canal, and the Shenandoah Valley Railroad, and, through it, with roads radiating at Chattanooga throughout the South. Being the shortest trunk line between North and South, it will bring through this country a large portion of the travel and traffic between these sections, thus not only increasing the revenues of the road, but attracting the attention of travelers to the beauties and natural advantages of this valley, and inducing accessions of population and capital that mere local roads would not.

3. Its situation and advantages for business are unequalled. It traverses three counties that in point of population, wealth, and fertility of soil, have few equals in the United States. The aggregate water power tributary to it is equal to that of Lowell, and almost all this lies immediately on its proposed line. More than a hundred grist and saw mills are now ready for it, and sites for innumerable manufactories of every description only wait the development which this road will surely bring. It traverses a valley and skirts a mountain teeming with the richest ores of iron, which without it cannot be adequately developed, and whose development would alone afford it a paying business. Out of a total of 5,427,000 tons carried by the Pennsylvania Railroad in 1870, 3,938,000 tons were minerals and products of minerals, and out of gross earnings of \$17,000,000, \$9,000,000 were from this source. Of gross earnings of \$9,000,000 of the Reading Road, \$6,000,000 were from coal alone.

About the same was true of the Baltimore and Ohio. These statistics show how large a portion of their receipts even these great trunk lines owe to their mineral traffic. Large sections of these roads lie in mountainous and barren regions. Every foot of Miramar will lie in one of the richest valleys in the universe and by its side a mountain whose ores would supply the furnaces of the world. For the above reasons the road cannot fail to pay. If its net earnings were only half those of the C. V. R. R. last year it would pay 9 percent on \$1,500,000, and who would doubt but that in a very short time its earnings will equal those of that road.

4. It will enhance the value of real estate contiguous to it from 25 per cent. to 100 per cent. and largely increase the volume of personal property. It will add half a million (of its own property alone) to the taxable property of Franklin County and thus diminish the burden of taxation now borne by the people by much more than the interest on the amount they are asked to subscribe. 5. It is a home enterprise. Its stockholders the people of the counties through which it passes, its revenues retained and expended among them. We have heard the following objections raised to the Miramar. 1. The Company has been organized a year but no work done. It is doubtful if it has the ability to build a road to Waynesboro, or build it in reasonable time. 2. If built there is no guarantee that it will not be done at extravagant cost. 3. It wants to take \$160,000 stock, which may pay no dividends in years, while the South Mountain offers to build us a road for \$150,000, giving us therefor its bonds payable 7 per cent. interest from date. To these objections the company replies: 1. The beginning of any work is necessarily slow. It takes a long time to educate the people up to their true interests. We have been met at every point by the slanders and opposition in every form of a powerful rival company. Nevertheless, we have raised the money required in Cumberland Co., and have made a con-

tract with responsible parties to complete the road through that county in 12 months. Moreover, the company has offered to guarantee a road completed to Waynesboro within 18 months (time fixed by its own committee) after the completion of the required subscription, and to support that guaranty with personal security acceptable to the committee. 2. Although it has not data sufficient to base an accurate estimate upon, the Co. is satisfied that the cost of the portion of the road through Franklin Co. will not exceed that through Cumberland and that is \$10,000 less than the average of roads in this State. 3. Miramar asks from Washington, Quincy, Guilford and Green townships, excluding the Mount Alto Iron Co. \$110,000. The South Mountain asks \$150,000 from Washington Quincy and Guilford. The Miramar asks for subscriptions to its stock because every sound Company should have a good basis of cash subscriptions or it cannot sell its bonds to advantage. It is not very material in this case since the road cannot fail to pay largely on its own bonds, and there can be no question at all but that the stock will pay better than the bonds. THE SOUTH MOUNTAIN R. R. This Company has a road already in operation from Carlisle to the Pine Grove Iron Works 17 1/2 miles. It proposes to extend its road to Waynesboro a distance (estimated) at 27 miles. It computes the cost of this extension, at \$600,000 and proposes to raise the money by issuing its 2d mortgage bonds to the same amount to be taken at par \$150,000 by the people of Washington, Quincy, and Guilford Townships—\$150,000, of the Mount Alto Iron Co. \$200,000, by the C. V. R. R., and \$100,000 by other parties. Its claims: 1. That it has a portion of its road already completed as a basis of operations and that it has but 27 miles to build while the Miramar has 60. 2. That it offers its bonds drawing a certain interest, while the Miramar wishes us to take stock which may pay no dividends for years. 3. That it has a twenty-year contract for special rates with the Cumberland Valley Railroad. To this project it is objected: 1. The scheme is impracticable. The proposed extension lies for at least twenty-two miles through barren, rocky mountain gorges, and would probably cost largely in excess of the sum named. 2. The divide between the waters flowing into the Susquehanna and those flowing into the Potomac has to be surmounted, and this (without a tunnel) would probably involve grades (each way) over a hundred feet to the mile, an obstacle in itself sufficient to condemn the project altogether, if there is another route offering easy grades. 3. At least thirty-four miles out of the forty-seven from Waynesboro to Carlisle would lie in a region uninhabited and uninhabitable, affording no passenger business worth mentioning, or freight beyond a limited quantity of ores. The road, though cheaply built so far does not pay; still less would it pay with this expensive extension. It is said that the company has already a bonded debt of at least \$500,000, and that this extension will cost \$1,000,000; total, \$1,500,000; interest at seven per cent. \$105,000; net earnings last year, \$15,000. At same rate from Carlisle to Waynesboro it would yield about \$41,000, or less than three per cent. on cost. Every company, to be sound, must earn not only the interest on its bonded debt, but such a sum besides as, placed at interest in a sinking fund, will suffice to extinguish the debt at maturity. If the above be true, or anything like true, what becomes of those vaunted bonds? Of how much more value are they than the stock of the same company? Of how much less value than the stock of a road lying wholly in a fertile, populous and wealthy valley, and which will certainly do a large and lucrative business? Who believes that Jay Cooke & Co. will endorse these bonds. The proposition is absurd: 1. Because there could be no possible inducement for them to endorse a bond of the principal and part of the interest of which they would certainly have to pay. 2. Because no private banker ever endorses railroad bonds. It would ruin his credit. And suppose they did endorse them; who knows where the house of Jay Cooke & Co. will be twenty or thirty years hence, or what their financial standing if in existence at that time? It appears extremely unlikely for the same reasons that so cautious a company as the C. V. R. R. will take \$200,000 of these bonds in addition to those they already hold—\$341 less is it probable that the owners of the Mount Alto Iron Works will take the amount assigned to them. If not who will? 4. The road stops at Waynesboro and gives no connection with the Western Maryland. 5. If the S. M. R. R. has a favorable arrangement for freight with the C. V. R. R. it does not appear to have taken advantages of it as far as out-siders are concerned. The people of Paper Town consider themselves oppressed in that particular and are subscribing largely to the Miramar in order to relieve themselves. The other schemes mentioned scarcely require any extended discussion. The narrow gauge is not such a road as this community requires or will accept if it can get a wide gauge. The other two projects are simply suggested as advantages—no charting exists—no surveys been made to determine the practicability—no action taken. It would be absurd to throw away a certainty for a mere *ignis fatuus*. Besides these are cross lines which may be built sometime even though we have the Miramar or South Mountain. Upon the whole it seems to us that the true interests of Waynesboro are with the Miramar, and that it would be a great misfortune to this place if that road were either not built, or being built, passed by this place. These facts are undisputable. 1. The measured distance from Waynesboro to Harrisburg by the Miramar is 60 miles. By the South Mountain (admitting the distance from Waynesboro to Pine Grove to be only 27) it is 63 1/2. 2. It is manifest that the cost of a road from Pine Grove to Waynesboro must exceed that from Shippensburg and with higher grades.

3. It is manifest that a road through the Valley would accommodate a larger number of people and do a larger business, and by connection with the C. V. R. R. at Scotland or Shippensburg would afford easy access to the county seat. 4. The Miramar asks \$110,000 from the people of Washington, Quincy, Guilford and Green (excluding Mt. Alto Furnace), while the South Mountain virtually wants \$150,000 from the borough of Waynesboro alone. Under these circumstances we should in our opinion be making a very bad bargain to reject Miramar and take South Mountain simply because we get bonds drawing a certain interest instead of stock, even if it were absolutely certain that the interest and principal of those bonds would be paid without any such certainty and with a strong probability the other way; there can be no question about it. Our people should not forget that we invited the Miramar Co. to extend their road to this place, encouraged them to make a survey and go to other expenses—undertook to raise a certain sum of money if they would comply with certain conditions, made those conditions very exacting—appointed Committees and prepared subscription books. It would be scarcely fair or just for us now to turn our backs on them without better reason. It would be well to consider also that the Miramar Co. with the aid of Green, Guilford and Quincy townships and Washington outside of Waynesboro may be able to build its road by the Antietam and thus pass us by. It is by no means certain that it would not save money by the operation as far as first cost is concerned. The question is one of very great and grave importance and requires the immediate careful consideration of every citizen.

MORE ABOUT RAILROADS—Waynesboro and her interests. Mr. Editor:—A gentleman not residing in Waynesboro said to me the other day—Waynesboro ought to assume such a prominence as to attract the new projected Rail Road to her place. This word attracts here expresses an important meaning which at once throws the necessity and responsibility of the town getting a R. R. upon the energy and liberality of her citizens. The phrase means that Waynesboro must draw the Rail Road to herself and not slothfully flatter herself in the illusive expectation of being awakened some time by the marauding arrival of a passing iron steamer puffing and whistling with his brazen lungs for an entrance into the gates of her suburbs. There has been enough of enterprise about the town in the way of talk to tunnel the Atlantic or if we had a dollar for every time the word Rail Road has been mentioned the town could construct a R. R. from this place to the Pacific instead of from Harrisburg to Waynesboro but if Waynesboro does not get a R. R. to or from her borders after the honorable proposals and the enthusiastic speech of our worthy Governor and other prominent and influential men, we can only reflect upon the little attraction Waynesboro possesses for a Rail Road. As for the interests of Waynesboro all citizens must comprehend the importance of the matter if they take the right course at this critical moment. But to accomplish this end citizens, capitalists, business men and farmers must all be a unit upon one road. It is then only within the power of the people to make Waynesboro and her community grow in population, wealth and influence. The last few years we have secured without strenuous efforts respectable manufacturing establishments, which have already been and always will be a great benefit to her citizens. And to-day, with the right spirit of enterprise among her people, in a few years we could make Waynesboro double her population and wealth. These predictions are not wild conjectures, but are based upon logical calculations deduced from the amount of mineral wealth, agricultural products, and from the success of the manufacturing interests. But as we said before, to accomplish this citizens, capitalists, business men and farmers must stand together and help to maintain her own citizenship of industry, as a reward for good citizenship. The working men are the bone and sinew of our town, and they are the last persons towards whom she should turn a cold shoulder and try to brake down her own manufacturing establishments by going abroad for what she could get equally as well built or manufactured at home and at equally reduced rates. In the last few years thousands of dollars have been given to strangers which might just as easily have been kept at home and benefited Waynesboro. And more than this, these strangers have been paid more money for the same jobs than her own mechanics asked. In the recent letting of the Public School Building, the Board of School Directors, who are the representatives of the town, and who ought to have the interests of her manufactures at heart, gave out the contract for the proposed school building to foreign labor at a cost of over two thousand dollars more than her own mechanics would have constructed the same building. This is not only discouraging home trade, but actually taking the town's work from her own citizens, who daily labor to support her; and after all this Waynesboro will yet ask these same men to pay by taxation over two thousand dollars more than our own manufactures offered to build it. Had this edifice been a private dwelling it would not have looked so glaring into the eyes of the laboring men of Waynesboro. This is not the case. It is the property of the town and the town should support those who support her. Now we think such action is wrong and calls upon the good thinking citizens of our borough to counteract and condemn, especially when the erection of the present building is to be paid by the taxpayers of Waynesboro. FAIR PLAY. August 12, 1871.

Christiansburg, Va., has a venerable turkey gobbler who has built himself a nest, and is now gravely sitting upon four apples. It is now presumed that his action is intended as a grave satire upon the woman's rights business. The deaths in Baltimore for the week ending the 14th instant were one hundred and forty two. Subscribe for the Record.

Who will be the Candidates for the Presidency in 1872? (PHILADELPHIA CORRESPONDENCE.)

Although the Presidential election does not occur until next year, politicians are anxiously speculating upon the chances of either party and the availability of the different statements mentioned in connection with the candidacy. The views of many prominent and experienced politicians on the political situation have been published, and are attracting considerable attention. Among those who have been quite recently interviewed we may mention the well-known Republican politician, Col. A. K. McClure. It will be remembered that shortly after the inauguration of Gen. Grant, the Colonel called upon him in the interest of a noted aspirant for cabinet honors, and was, to use a vulgarism "snubbed." Since then he and Grant have been at the "outs," and he may be classed with those whom the President characterized as "disappointed men." Well the Colonel affects not to think very favorably of Grant's chances for re-election. He has caught the "new departure fever from the Democracy" (indeed, he is thought by some to be the author of the "new departure" plank in the Democratic State platform!)—and thinks the Republicans should take a "new departure." The Col. evidently is not a very sincere Republican just now, and is looked upon by the leaders of the party as a disorganizer. Forney and Cameron have also been interviewed and both unhesitatingly expressed the opinion that Grant will not only be re-elected, but that his re-election is sure. Some may say that with these distinguished gentlemen perhaps the "wish is father to the thought." The former, you are aware, enjoys the incumbency of a very "fat" office, and it is natural that he should desire the re-election of his chief to another term; while the latter has hosts of relatives and friends in position, and, of course, desires to keep them there. Our own opinion is that Grant's re-nomination is just as certain as it is possible for anything to be certain. There may be—and indeed we know there are—many politicians who will move heaven and earth to secure his downfall, but the as yet unarticulated demand of the honest, thinking rank and file of the party for his re-nomination must and will be obeyed in spite of the machinations of mere politicians. Geary is mentioned in connection with the nomination, and although we think Grant has the inside track, there is no doubt but that our Governor would run well in this State at least. His well-known views on the labor question have given great strength with our hard-fisted sons of toil, particularly in the mining regions of our State; while his interest in behalf of our border claimants, and in the development of the mineral and agricultural resources of the southern tier of counties, have secured him the good will of your section of the State. Geary however, must wait until 1876. Colfax and Blaine are also mentioned in connection with the nomination. The former would make a strong candidate, as he is popular with all the different factions of the party, and all would unite in his support. Colfax must defer his hopes, as for Blaine—well, Butler demolished him on the floor of the House last winter. Now, for the Democracy. Who will be their candidate in 1872? It is really hard to tell just now. Governor Hoffman, of New York, had some chance, but alas! Tammany is too much of a load for him to carry, and although he will receive the support of the powerful State of New York, his prospects outside of that State are not very flattering. Hendricks, of Indiana, will be put forward by the West. He certainly would make a very respectable candidate, so far as eminent statesmanship is concerned. When in the Senate, he was the acknowledged leader of his party in that body and was indeed the "noblest Roman of them all." General Hancock is also named, and will have powerful backing in the convention. His strength lies in his war record. We think his chances for the nomination good. But we incline to the opinion, after all, Chief Justice Chase (should his health permit) will be the next Democratic candidate for the Presidency. The Democrats will nominate any man, no matter what may have been his past record, with whom they will have some show of winning. Chief Justice Chase is that man. He would stand upon the "new departure" platform, and would not only receive the entire Democratic vote, but would draw off many dissatisfied Republicans from Frank. No one doubts his great abilities. The country is indebted to him for our present excellent currency and national banking system. All who remember the old State bank note system are aware of the superiority of the present system. He would receive the support of the national banks and many of the money Kings of the country, and altogether we think he would give Grant a close chase. All this is mere speculation, however, but it may interest those of your readers who are fond of politics. Yours, RALPH. Phila., Aug. 1871.

On Saturday the Grand Jury of the criminal Court of Baltimore City signed the indictments against Mrs. Wharton, charged with the murder of General Ketchum. The one charges her with the murder of General W. Scott Ketchum on the 28th day of June, and the other charges her with attempting to poison Mr. Eugene Van Ness at various times between the 19th and the 28th day of June. The indictment for murder contains four counts, and charges her with administering the poison in a dose of yellow jasmine in some tea and in a glass of lemonade. The indictment for attempting to poison Mr. Van Ness contains twelve counts, which allege that she attempted to poison him on the 19th, 20th, 24th, and 28th, days of June, by administering the poison in beef tea and milk punch. A man in Davenport, Iowa, offers through the columns of a local paper, to give \$50 to any man who will clope with his wife.

Town and Country.

THE WAYNESBORO VILLAGE RECORD PUBLISHED EVERY THURSDAY MORNING BY W. BLAIR.

TERMS—Two Dollars per Annum if paid in advance, \$1.50 for each subsequent insertion. Thirty-five Cents per Square. A liberal discount made to yearly advertisers. ADVERTISEMENTS—One Square (10 lines) three insertions, \$1.50; for each subsequent insertion, Thirty-five Cents per Square. A liberal discount made to yearly advertisers. LOCALS—Business Locals Ten Cents per line for the first insertion, Seven Cents for subsequent insertions.

LAST NOTICE.—There are quite a number of our patrons who are largely in arrears for subscription. We made our purchase of a new press and material—an item of over \$1,000—with the expectation that this class would show their appreciation of our efforts to furnish a more acceptable family paper, by calling and settling their accounts, but we have been disappointed. Six weeks have passed since the first number was issued, and our cash receipts have been decreasing instead of increasing. Under these circumstances, to furnish paper, ink and labor, and continue the paper to a class of persons who have not paid us a dollar for years, is more than our circumstances will justify. We have therefore no other alternative left us but to drop from our list the names of such patrons, which we purpose doing after the first of September. This done, we will make an effort to secure in a lawful manner the amount of these arrears, and where we fail will deal with the parties as we have heretofore dealt with others, in no very complimentary manner.

The dog days will end on the 28th. A new steeple is to be built upon the Reformed Church at Hagerstown. The Southern Penn'a. Rail Road is now about completed to Mt. Pleasant. See advertisement of Mr. John Dayhoff, Machinist, Rock Forge. An article on the narrow gauge railroad will be found on first page to which attention is directed. The I. O. O. F. of this place will attend a picnic at Fairfield, Adams county, on Saturday next in full regalia, accompanied by the Waynesboro Brass Band. They will leave here at 5 1/2 A. M. The Judicial Democratic Conference met in Bedford last week and nominated for President Judge of this Judicial district, Wm J. Bare, Esq. of Summerset county. Mr. Frederick Dellinger, aged 85 years, died at his residence, near Williamsport, on the 2nd inst. He was a substantial farmer, and had amassed quite a handsome fortune. THE MOUNTAIN ECHO.—This is the title of a paper published at Mt. Holly Springs, Cumberland county, by Messrs. R. MELVIN EARLEY & J. MASON DUNCAN. It is respectable in size, ably edited and neatly executed mechanically.—Success to the "Echo."

SHENANDOAH REPORTER.—We have received the first number of a paper with the above title, published at Shenandoah, Page county, Iowa, of which M. NICHOLSON is editor, and D. R. GAFF, publisher. The latter served his apprenticeship in this office. We congratulate our young friend upon the neat appearance of his paper and wish him abundant success, than whom none are more deserving. ADAMS COUNTY AGRICULTURAL FAIR.—The Ninth Annual Exhibition of the Adams County Agricultural Society will be held, at Gettysburg, on Tuesday Wednesday and Thursday, the 26th, 27th, and 28th, days of September next, with Monday the 25th, as entrance day. The grounds, buildings, stalls, track, &c., (almost the best in the State), are in thoroughly good condition; and the premium lists liberal. An unusually full and interesting Exhibition is expected.

THE MIRAMAR UNDER CONTRACT.—The Broad Aze of the 12th, published at Cleversburg, says:—The Board of Directors of the Miramar Railroad, on Monday awarded the contract for the building of the road from its eastern terminus to Cleversburg, to Messrs. PATRICK REHILL and PETER MCTAGE, two responsible and experienced railroad builders of Reading, Pa. On Tuesday the agreements were signed and the contractors at once commenced preparing the work. The road is to be laid with fifty-six pound American rails, iron bridges, stone ballast, and everything necessary to constitute a first class railroad. Work will be commenced at different points next week, and the whole road is to be finished, ready for the rolling stock by the first of September, 1872. Forrester, the Nathan murderer, is hiding among the swamps in Louisiana, according to the latest reports, with his accomplice or any person to find him. From his stronghold he writes to the newspapers to say that he is not the murderer of Nathan, and will surrender himself for trial if the authorities will remit his thirteen years of sentence in the Joliet (Ill.) prison.

MIRAMAR R. R. MEETING.—The citizens of Boonsboro, Md., seem to be moving in earnest in the interest of the Miramar Railroad project. The following gentlemen constitute the Rail Road Committee at that place, who are soliciting stock subscriptions to the proposed enterprise: J. L. Nicodemus, Dr. D. P. Fahrney, H. S. Eavy, Dr. H. B. Wilson, Robert Shaffer. An enthusiastic meeting was held there on Monday evening a week, which was addressed by Hon. Alexander Boteler, of Va., and Hon. A. K. Seyster, of Hagerstown. The Odd Fellow speaks of the former as follows: The first speaker was Hon. Alexander Boteler, of Shepherdstown, West Va.—His address was eloquent, earnest, and deeply interesting and instructive. He dwelt particularly upon the connections of this route. From Harrisburg, the great railroad centre of Pennsylvania and from which almost any point of the compass can be reached by rail, it passes up through the rich valley of Cumberland—rich in agricultural products, and rich in undeveloped mineral resources—along the base of South Mountain, via Waynesboro, Boonsboro, and on to the Potomac. Here, at or near Shepherdstown, it connects and forms a link with the Shenandoah Valley Railroad from the Potomac at or near Salem, Va., through the very garden spot of that State, opening up a trunk road, an air line from North to South, through Chattanooga to New Orleans, and through Texas by the South Pacific R. R. west, across to the Pacific Ocean. And this is no visionary line. By referring to the map, it will be seen that Nature has done what man could not have accomplished—prepared a natural route along the line of the Blue Ridge Mountains—the same range that extends from Tennessee far up into the North. What is to prevent this route, once finished from becoming the great thoroughfare between the North and the South; a chain that shall bind these two sections of one great nation together as with links of steel, and do more toward a speedy and lasting reconstruction of our land, that ought never to have been separated, than all the enactments that human intellect could frame. He spoke of the resources of this route. It did not depend exclusively upon the agricultural resources, although they are great. All along these mountains are the richest deposits of iron, in inexhaustible quantities. As soon as the route is opened, these ores will be developed.—Capitalists in the cities are waiting until the railroad opens up the way, when they will hasten to invest their capital in Iron Works, Furnaces, Forges, Foundries, and from these will spring up a thousand enterprises, until these mountains and valleys, now silent and deserted almost, will teem with life, and blaze with energy and perseverance, rolling the wealth into the lap of industry, and causing our whole country to spring up as with new life. Iron is the most valuable of all metals, and brings more revenue to the citizens than any other. Here we have it at our very doors, only awaiting development. Every man is interested in this work; every man will be benefited by its construction and every man should give it his earnest support.

BARN STRUCK BY LIGHTNING.—On Monday afternoon last, between the hours of 3 and 4 o'clock, during the prevalence of a slight thunder gale, the barn erected on the farm of Mrs. Mary A. Thompson, situated between one and two miles East of this place, was struck by lightning, set on fire, and it, together with all its contents, was speedily consumed by the fiery elements. The farm is, and has been for many years, in the occupancy of Mr. Harvey J. Allen, who by the calamity lost his entire crops of wheat, hay and oats, three head of horses, a calf, some of his gears, together with other valuable articles, leaving him in an uncomfortable condition. We have heard the entire loss caused by the conflagration estimated at about \$5,000. Mr. Allen's loss alone being thought to be somewhere between \$1,500 and \$2,000, and was wholly uncovered by any insurance.—Mer. Journal.

On the 4th inst., the following persons were installed by G. L. D. John Grubman as officer of Franklin Lodge, No. 152, I. O. G. T., at Waynesboro, for the term ending Nov. 17, 1871: W. C. T. James P. Lowell; W. V. T. Lottie Nevins; W. S. Thomas H. West; W. A. S. Wm. H. Jacobs; W. F. S. Geo. Houston; W. T. Geo. B. Haucker; W. C. C. C. Royal; W. W. D. John Wagner; W. D. M. Annie Funk; W. I. G. Effie Stonehouse; W. O. G. David Scott; R. S. Emma Funk; L. S. Blanche Smith;

ON A VISIT.—Mr. Jos. A. Rowe, a seventeen years ago graduate of the Record office, and one of the fastest type setters in Baltimore, is now on a visit with his family to his friends in this place.—His occupation considered, he looks well and is in fine spirits. He has held a situation as an employe upon the Baltimore American for a period of over sixteen years. We remember well his first attempt at type setting when he had to mount a small store box to get up to the case. As an apprentice he was an exception among boys, and the same is doubtless true of him among the more experienced "craft."

TAKE NOTICE.—Brackbill of the Diamond Gallery is prepared to take the Mezzo-tinto Photograph. Call and examine specimens. They are the finest and most perfect. From his store, presenting a porcelain appearance. Mezzo-tinto Photographs taken by Brackbill.—Give him a call.

DECEASED.—As we go to press we announce with regret the death of Mr. Geo. Besore, which took place at his residence in this place yesterday (Wednesday) evening. The deceased had been seriously afflicted for several years. He was one of our most benevolent and public spirited citizens and as such our community will mourn his loss. He was for almost half a century a devoted and exemplary member of the Reformed Church, and as such was widely known. But we have neither time nor space to refer to his many public and private virtues. Another more competent will doubtless contribute something appropriate to the memory of the deceased.

The Cumberland News, of Saturday, is responsible for the following: "Day before yesterday a singular accident happened to a miner at work in the Middleton mines, near Frostburg. While engaged in mining a large body of coal fell on him, crushing him to the ground, and forcing the stem of a pipe which he was smoking at the time through the roof of his mouth and out at the top of his head. At last accounts the man was alive, and is not considered mortally injured. We did not learn his name."

NARROW GAUGE.—Books have been opened to receive subscription to the capital stock of the Media and Chester Narrow Gauge Railroad Company. Mr. J. C. Sharpley, formerly Superintendent of the Wilmington and Reading Railroad, has left for Painesville, Ohio, to superintend the building of a narrow gauge railroad connecting that place with Lake Erie. The committee appointed in June to examine the several routes proposed for the Reading and Lancaster Narrow Gauge Railroad, have reported that the road and equipment of the same will cost \$647,932. The length of the road is 45 miles.

HALIS VEGETABLE SICILIAN HAIR RENEWER. Is the best article ever known to RESTORE GRAY HAIR TO ITS ORIGINAL YOUTHFUL COLOR. It will prevent the Hair from falling out. Make the Hair smooth and glossy, and does not stain the skin or clothes. OUR TREATISE ON THE HAIR. SENT FREE BY MAIL. R. P. HALL & CO. NASHUA, N. H. PROPRIETORS. For sale by all druggists.

Corns, Bunions, Ingrowing Nails and their attendants, have been, in years gone by, and will be in years to come, a source of much discomfort and unhappiness to those who are annoyed with them. By persistent efforts and untiring perseverance, Dr. J. Briggs gave the suffering humanity his remedies—Alligator, and Curative. The popularity which they have gained, and the entire satisfaction derived from their use, is well known and can be attested by all classes who have suffered with Corns, Bunions, Ingrowing Nails, Chilblains, Frosted or Blistered Feet, &c.—Sold by druggists.

NERVOUS DISEASE.—How many thousands of the most refined ladies of the land are slaves to nervous diseases in various forms—trembling, twitching, and jerking of the nerves, headache, hysterics, sudden outbreaks of temper on trivial occasions, peevishness, a feeling of desperation, despondency, or fear, &c. In any unhealthy condition of the nervous system, Briggs' Alligator has absolute control over the nerves, creating a radical change and positive cure. Sold by F. FOURTHMAN and druggists generally.

FLOUR.—The best quality of family flour is now sold at the Fairview Mill of David Patterson at \$5.50 per barrel, and mill stuffs of all kinds at correspondingly low prices. 3t FOR SALE.—A valuable farm is offered for sale. For terms, &c. apply to LEV. W. DEIRICH, Attorney at Law, Waynesboro, Pa. Persons, wishing Chromos or Stereoscope views should call on Brackbill at once as he has reduced the prices. His styles are beautiful. It is strange that some families still submit to the drudgery of hand sewing when the Wilson Under-feed Sewing machine, warranted for five years, can be had for \$45. A. E. WAYSANT, agent. EXCELSIOR.—So exclaims every one after visiting D. S. Smith's Hat, Cap and Shoe Emporium, and well may they give vent to their feelings by the above exclamation, as it is the only work that could express the great popularity Smith's store is acquiring, by his producing Hats, Caps, Shoes and Notions of the best at prices that suit the most skeptical. Give him a call, and it will not be long before you join in the cry of "Excelsior."

MARRIAGES. At the residence of the bride's father, near this place, on the 10th inst., by Rev. H. Stonehouse, Mr. Robert R. Myers, of Gettysburg, to Miss Catherine Burns. On the 10th inst., by Rev. H. C. Lesh, Mr. CHARLES MOWEN, to Miss ANNETTE MILLER, both Bridgeport.