

THE AGITATOR.

LOCAL AND MISCELLANEOUS.

Wellsboro, Wednesday, March 11, 1863.

Business and other communications intended for this paper, should be addressed "To the Editor of the Agitator," that they may receive prompt attention.

Special Notice.—During the absence of the Proprietor, the business of the office will be transacted by Mr. L. Bahe, who, unless it be specially ordered otherwise, is authorized to collect and receipt for moneys due, and to order material. His acts are hereby acknowledged to be valid and sufficient.

This, of course, is not intended to hinder the receipt of moneys by authorized agents in different sections of the county. They will report to Mr. Bahe until further notice.

New Advertisements. Wellsboro Academy, M. N. Allen, Principal. Special Notices.

REMEMBER the Session at the Court House next Friday evening. The Spring Term of the Wellsboro Academy will convene on Monday, March 30.

BLANK DEEDS.—Persons in want of Blank Deeds are requested to call at this office and get a supply, as we have on hand the neatest lot ever printed in Tioga county.

YOUNG & WILSON are doing a staving business in their new foundry. Nearly every farmer that comes to town drives a log, and takes away a load of kettles. This is of our farmers intended to make their own sugar, without the help of "Dixie."

WILLIAM C. VANDERBILT, formerly of this place, has been elected Speaker of the Wisconsin House of Representatives. The Milwaukee Sentinel says: "The Assembly did not elect him by the election—Mr. Webb is the best politician in the House, and will discharge his duties well and impartially."

FAIR WARNING.—We are glad to learn that the business men of Wellsboro have held a meeting and come to the resolution to take no more shinglemen after the 1st of April. Not quite three weeks remain for those who have their pockets lined with this kind of trash to get rid of it. Nothing but Postal Currency and County Orders will be taken after this date.

THE Richmond Herald is indignant because McClellan, Fitz-John and other "gentlemen" of that class, are not in the command of our armies.

PETITIONS have been sent to the Legislature of Pennsylvania, for laws to prevent the payment of wages of operatives in more orders. A bill of the kind is now before the Senate and will probably pass that body, and be a law. We hope it may.

DESERTERS.—Fought the north and west had better pack the knapsacks, and hussy back to the Rappahannock. Gen. Hooker is about to issue an order giving them just 20 days in which to save themselves from the fate to which he has made up his mind to subject deserters.

SHINGLEMEN.—Those persons who have leased small posts for shingles had better withdraw them as soon as possible, as there is now a sufficient supply of postal currency to take their place. We understand it is the intention to enforce the law against all those who have not withdrawn their circulation by the first of April.

DECISION UNDER THE REVENUE ACT.—The Commissioner of Internal Revenue has decided that Assessors may act as dealers, persons who sell logs and lumber in trade, and the Assessors will report to the collectors accordingly, and the license will be prepared in conformity with such return. Applications for license should be made, and the license issued in the collection districts where the licensee resides.

FASHION.—It will be of special interest to our lady readers to know that several large cities of Europe, the acknowledged leaders of the ton have commenced war against the wearing of crinolines—refusing to enter their "where it is worn. The use of it in England, it is thought will be speedily discontinued; and if we follow in the wake of our trans-Atlantic allies, a must soon go out of date here.

A PERPLEXING QUESTION FOR OLD BACHMANS.—The Congressional Bill, which has been reported by the Military Committee of the U. S. Senate provides that all bachelors between the ages of thirty and forty-five, shall be enrolled in the first class which is liable to military duty. No old bachelor can hereafter be exempt from performing military duty, unless he avails himself of the terrible alternative of getting married. So choose you this day when you will serve. To the music of which Union will you march?

WEARING MILITARY CLOTHING.—Perhaps it is not generally known that an army order is in existence prohibiting any citizen from wearing a United States uniform, no matter how he comes by it, whether by purchase or otherwise. Discharged soldiers have a right to wear a uniform as a badge of honor. The provost marshal is instructed to act under this order and take from citizens any portion of the uniform or buttons of the United States army which they may wear in public. It is well that these facts should be known.

THE DRAFT.—Enrollment may be expected in all sections of the country, on the subject of a draft. It is a foregone conclusion that for the prosecution of the war another army must be raised, and a very large one. It is known that in May and June next, the time of the enlistment of about two-thirds of the present army will have expired, and it is not supposed that a very large number of those now in the ranks will re-enlist. It is, therefore, probable that from three to five hundred thousand men must be raised to take the place of those legally entitled to be discharged.

AN ILLINOIS FARM.—The largest farm in Illinois is that of Isaac Funk, whose speech to the Illinois Legislature was published last week. Mr. Funk resides near Bloomington, McLean county. The total number of acres occupied and owned by him is thirty-nine thousand—some of them twenty-seven thousand acres, said to be worth thirty dollars per acre, and three pasture fields, containing, respectively, eight thousand, thirty-nine hundred and one thousand acres. His great corn, all of which he consumes at home, and is thought to market about seventy thousand dollars worth of cattle per year at New York. His stock on hand of horses, mules, hogs and fat cattle is said to be worth one million dollars.

STAMPS ON PROMISSORY NOTES.—At the season for sales of property is rapidly approaching, when large numbers of promissory notes are executed, it may be interesting to the public to know the scale of stamp duties which the law of 1862 imposes upon such notes. It is as follows: From \$20 to \$100, 50 cents; 100 to 200, 10 cents; 200 to 300, 15 cents; 300 to 500, 20 cents; 500 to 750, 25 cents; 750 to 1000, 30 cents; 1000 to 1500, 40 cents; 1500 to 2500, 50 cents; 2500 to 5000, 60 cents. The penalty for violation of the law is fifty dollars, and the instrument is rendered invalid and of no avail.

THE PROPOSED NEW RAILROAD.

Advertisement.

EDITOR AGITATOR: There is a species of argument very much in favor with some, which can not be too strongly condemned by any fair minded man. Its strength is in its falsehoods. There are not the downright lies which affirm that to be true which is not; but the skulking suppression of the truth which creates a false impression and deceives as completely as the boldest lie ever uttered. An example of this kind of argument was furnished the people of this county by one of Mr. Magee's advocates over the signature of "Improvement." He gives a letter—evidently the first of a series—containing a proposition from Magee to run a train over the road, twice each way daily, exclusively for passengers and miscellaneous freights. This was certainly a strange proposition, and it no doubt occurred to every reader that it must have elicited some reply, but none was given us. How the proposition was received is left for inference, with the evident design on the part of the writer that the public should infer that it was flatly rejected. Now, it is true such a letter was written. It is also true that it was answered. Mr. Magee when he furnished his letter had the reply on his files. Why did he not give the reply? Simply because he wanted the public to be misled by the suppression of half the truth. It is speaking very mildly of such a course when we say that it is unfair and unjust. It is not saying too much to say that we do not expect such a course from any man who makes the slightest pretensions to candor. Yet it is in its most admirable keeping with all the arguments made use of by the half dozen writers who have interested themselves in Mr. Magee's success. In order that the public may have, not half the truth, but the whole truth and nothing but the truth in relation to the correspondence between Mr. Magee and the Tioga County, we subjoin the correspondence itself, which we commend to the perusal of every reader of the AGITATOR and to the public generally.

"Honesty is the best policy" is a maxim which, though true, is yet true. The Tioga County do not want to mislead or forestall public opinion. They do not want to suppress a fact, or a letter. They only ask a candid and impartial hearing, relying upon the fairness and justice of their position in this controversy and not upon the petty arts and devices which seem to be the sole reliance of some people. We give the letters in their order.

[COPY.] OFFICE OF THE FALL BROOK COAL COMPANY, WATKINS, SCHUYLER CO., N. Y., Dec. 12, 1862. L. H. SHATTUCK, Esq., Supr., Dear Sir:—We do not think the public can be accommodated as they ought to be under the present system of running the Blossburg and Corning and Tioga Railroads, and being anxious on our part to do all in our power to further their convenience we have no doubt you will propose to unite with you in a separate train, exclusively for passengers, mails, and miscellaneous freights each way, daily, for passengers, mails, &c., and thus incur a heavy needless expense—we propose to unite with you in running two trains each way, daily, for passengers, mails, &c., and only add such an amount of freight as can be run through without risk of delay or detention, and give the public the amount saved by running mixed trains, by reducing the rates of fare and freight. We propose to unite with you in a tariff for coarse lumber, lime, plaster, salt, &c., similar to the tariff proposed to Hon. John Magee last spring, and not agreed to by him. We also propose to furnish excursion tickets to all passengers going to or from Corning and returning the same day, at a reduced price, either at half fare or a deduction of 33 per cent. We think that low fare and low freight will be more satisfactory to the public than exclusive trains. You say "it would be still more desirable to have the train run through without delay to change engines at Lawrenceville, and thus incur a heavy needless expense." In reply, we will say that arrangements can be made to change engines without any delay, more than is necessary to receive passengers, baggage &c., and as both parties doubtless have enough motive power for the present business of the roads, instead of purchasing a new passenger engine, we propose to put the expense into low fare and low freight. I shall be happy to meet you at Corning, Blossburg or Lawrenceville, and consult in reference to adopting any system of running the roads that you may suggest to the committee or the public, if you will give me one or two days notice. Truly yours, L. H. SHATTUCK, Supr.

[COPY.] OFFICE OF THE FALL BROOK COAL COMPANY, CORNING OFFICE, CORNING, N. Y., Dec. 16, 1862. ANDREW BEERS, AGENT, SUPR., Dear Sir:—I have your favor of 10th inst. in reply to my letter of the 12th, and must say that we have yet to hear that the people along the line of the road, and complain of delay, instead of passengers or for freights since Oct. 1st when we commenced to operate our own road, nor do I think they have any cause. No advance has been made to cover the increased expenses, taxes, &c., caused by the war, while other roads in this section have put up rates from 5 to 25 per cent. to meet such increased expenses. We have reduced the rates over our road upon coarse lumber and other property of small value to the point which we proposed to the Tioga R. Co. some few years since, say about one-half the former rates, which we understand to be perfectly satisfactory. Complaint is made, and I think justly, of irregularity in the running of our passenger trains, and especially of the detention caused at the State line in breaking up trains, changing engines, &c. It was to avoid this cause of complaint that I proposed to unite with you in running two trains, one specially, and only for passengers, mails, and miscellaneous freights, between Corning and Blossburg, this excluding coal and lumber, encumbered with which, and the changing of engines at the State line, I think we cannot fully remove the cause of complaint. Later complaint over our road will regulate so as to avoid any just cause of complaint. You can regulate them over yours in like manner, and upon each party will rest the responsibility of its own action. I shall, of course, be glad to confer with you in reference to improving the present mode of running, and in regard to lower rates in freights over your road. Truly yours, D. S. MAGEE.

[COPY.] CORNING, Dec. 17, 1862. D. S. MAGEE, SUPR., &c., Dear Sir:—Your favor of the 10th is received. In reply, I will say, that we have yet to learn that the public complain of any detention on our road above Lawrenceville, and as we before said, the detention at that point can be easily remedied. We will engage to have an engine always ready at Lawrenceville on the arrival of every train from Corning carrying passengers, (if they arrive within an hour of your schedule time) to immediately attach to the train, if you will do the same on their return. By so doing, we will be enabled to meet that source will be removed. The delay caused by changing engines ought and need not be more than three minutes. In reference to the proposed tariff for coarse lumber, you say, "we have reduced the rates over our road upon coarse lumber and other property of small value to the point which we proposed to the Tioga R. Co. some years since, say about half the former rates." We have been connected with the Tioga R. Co. for ten years past, and been pretty well acquainted with all the business of the Company in the transportation department, and never before heard of any such proposition as the above coming from any other connected with the B. & C. R. Co. But we are aware that a proposition was some years since made to the President of the B. & C. R. Co. to reduce rates on lumber and other property of small value to the point which we proposed to the Tioga R. Co. some years since, say about half the former rates. We have been connected with the Tioga R. Co. for ten years past, and been pretty well acquainted with all the business of the Company in the transportation department, and never before heard of any such proposition as the above coming from any other connected with the B. & C. R. Co. But we are aware that a proposition was some years since made to the President of the B. & C. R. 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