

THE STAR OF THE NORTH.

R. W. Weaver, Proprietor.

Truth and Right—God and our Country.

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From the Weekly Pendulum.
WINTER—WAITING FOR THE TRAIN.

Snow-drifts in the valleys,
Snow-drifts on the plain,
Snow-drifts on the highway,
Snow-drifts in the lane—
Bless me, how delightful
Waiting for the train!

Forty anxious passengers,
Puffing and blowing,
Holds by dint of squeezing,
Only twenty-seven!
Fat man on the platform,
Half obscured by snow,
Tries to wedge inside—leists,
Finding it "no go."
Woman with a baby,
Cannot get a chair,
Holds the little innocent
Dangling in the air;
Baby rattle frantically,
Goes again, at his grain
In a crowded depot
Waiting for the train!

Lawyer from the city
Looks a little down,
Just received some evidence,
"Jenkins versus Brown;"
Can't help feeling nervous,
Case comes on to-day,
He, defendant's counsel,
Thirty miles away!
Hours grow out of minutes,
Time speeds on apace,
Snow-flake after snow-flake
Leads a merry chase;
Passengers are wrathy,
Bitterly come to-day,
Do not seem to relish
Waiting for the train!

Maiden, with a trunk-box
And a trunk of hair,
Sitting in the corner
With a doleful air,
Thinks it more than probable
(Thought how full of freight!)
In that crowded depot
She must pass the night.
Tall man, dressed in broad cloth,
Looking very grim,
Thinks the end of all things
Very nearly come;
Lazely quotes from Daniel,
Making it quite plain
That the world, like us, is
Waiting for the train!
Snow-drifts in the valleys,
Snow-drifts on the plain,
Snow-drifts on the highway,
Snow-drifts in the lane—
Bless me how delightful
Waiting for the train!

CARL CANTAR.

Freezing to Death.
That to be frozen to death may be a frightful torture, many would consider certain, from their own experience of the effects of cold. But here we fall into the usual error of supposing that the suffering will increase with the energy of the agent, which could only be the case if sensibility remained the same. Intense cold brings on speedy sleep, which fascinates the senses, and fairly beguiles men out of their lives. The most curious example of the reductive powers of cold, is to be found in the adventures of the botanical party, who, in Cook's first voyage, were caught in a snow storm on Terra del Fuego. Dr. Solander, by birth a Swede, and well acquainted with the destructive effects of a rigorous climate, admonished the company, in defiance of lassitude, to keep moving on. "Whoever," said he, "lets down will sleep—and whoever sleeps will perish." The doctor spoke as a sage, but he felt as a man. In spite of the remonstrances of those whom he had instructed and alarmed, he was the first to lie down and die. The same warning was repeated a thousand times in the retreat from Moscow. Allison, the historian, to try the experiment, sat down in his garden at night, when the thermometer had fallen four degrees below zero, and so quickly did the drowsiness come stealing on, that he wondered how a soul of Napoleon's unhappy band had been able to resist the treacherous influence.—London Quarterly.

Eating Horse Meat.
The French restaurants are just now serving up horse meat (so we learn by their papers) as one of the greatest "delicacies of the season," and the French journals have a good deal to say on the subject. In Berlin, also, horse meat is a great luxury. A gentleman—an American gentleman—who has recently been residing in that city, assures us that, cooked in vinegar, it is better than beef or venison; and such is the rage for it among epicures that a good fat horse will bring more money in the butcher's shambles, than for any other purpose. The authorities have made it an offence, punishable by fine and imprisonment, for a horse to be killed in Berlin without a physician's certificate that the animal was not diseased. How long will it be before our gourmands, with European tastes, will affect a fashionable relish for horseflesh.

MAKING CANNONS.—An Irishman being asked if he knew how cannons are made, re-
sponded in this way: "I know a long hole
is bored in a piece of iron, and then
powder is put in it."
How every
gentleman.

AN ACT
For the security of Railroad Companies and
safety of travelers, introduced into the Senate
by Mr. Browne.

SECTION 1. Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same, That every conductor, baggage master, engineer, brakeman, or other servant of any railroad company employed in any passenger train or at stations for passengers, shall wear upon his hat or cap a badge which shall indicate his office and the initial letters of the name of such company; and no conductor or collector without such badge, shall be entitled to demand or receive from any passenger any fare, or ticket, or to exercise any of the powers of his office; and no officer or servant without such badge, shall have authority to meddle or interfere with any passenger, his baggage, or property; any person who shall, without the authority of such company, assume such a badge, or any badge indicating an appointment by such company, shall be liable therefor for each appearance with such badge ten dollars, to be recovered by the company, before any alderman or justice of the peace.

Sec. 2. That if any passenger shall refuse to pay his or her fare, or to be disorderly in his or her conduct, and offensive to other passengers, it shall be lawful for the conductor of any passenger train and the servants of the company, to put him or her and his or her baggage out of the cars, using no unnecessary force, at any usual stopping place or near any dwelling-house, as the conductor shall elect on stopping the train: *Provided*, That the passage money paid for the distance not traveled shall be refunded or tendered to such ejected passenger.

Sec. 3. That every engineer of any locomotive engine upon any railroad, shall cause the steam whistle or bell thereof to be sounded at the distance of eighty rods from the point where every highway shall cross such railroad at the same level, except in cities or boroughs, where the streets occur at shorter intervals, where such sounding shall be repeated at distances not greater than eighty rods, and in the built parts of any cities or boroughs the speed shall not be greater than shall be permitted by ordinance of such cities or boroughs, and any omission of said requisitions shall be a misdemeanor.

Sec. 4. That whenever any intersection of a railroad and other highway at the same level shall not be guarded by a watchman, it shall be the duty of the conductor or engineer of any locomotive engine, when approaching such intersection, if by reason of any intervening obstruction, or the darkness of night at any time previous to ten o'clock, P. M., travelers upon the intersecting highway approaching the intersection cannot be seen, or if seen, they shall have approached within eighty rods of such intersection, to cause the speed of the engine to be reduced to the rate of twelve miles per hour, when at the distance of eighty rods from such intersection, and not to increase such speed until the intersection be passed by the locomotive and for the brakeman of each passenger car to man the brake; and any omission of such duty by such conductor or brakeman shall be a misdemeanor; and there shall be the like precaution observed under the like penalty, whenever any locomotive and train shall approach within eighty rods of any drawbridge, whether the same be guarded or not, and that during all hours of the day and night.

Sec. 5. That any person who shall cross with a horse or vehicle, any railroad or a road at the same level, or drive any animal thereupon, while any locomotive shall be approaching within forty rods of such intersection, or shall not when within fifty yards of the crossing, stop at the sound of the signal required by this act to be from the locomotive, shall be guilty of and punished for a misdemeanor under this act.

Sec. 6. That every railroad company now incorporated, or hereafter to be incorporated, shall have the power conferred by the eighth section of nineteenth February, one thousand eight hundred and forty-nine, entitled "An Act regulating railroad companies," to change the site of any turnpike, or public or private road, and to carry it over or under their railroad, by causeway, culvert or bridge, at a different level from such railroad, paying any damage incurred thereby, as in said act provided.

Sec. 7. That it shall be the duty of every railroad company operating upon any single railroad track within this Commonwealth, to make, publish and keep furnished to their conductors and engineers, a schedule of their running time on such railroad, designating what train or trains, shall have the preference on said road, and how long such preference shall continue, so that no two trains moving in opposite directions, shall be upon said single track railroad at the same time, without a switch and sliding between them, unless the train which shall be out of time shall be preceded by an agent on foot, at least eighty rods in advance thereof, exhibiting a red flag by day and a red light by night; and any omission of the duty imposed on this section shall be a misdemeanor in the conductor and engineer of the train, and subject the company to all damages ensuing from such neglect: *Provided*, That the requirements of this section shall not be applied to local branches of railroads leading to coal and other mines, and not designed for general or passenger travel.

Sec. 8. That whenever any train of cars or locomotive shall be stopped upon the line of any railroad, where other trains may be approaching on the same track for five min-

utes or upwards, it shall be the duty of such conductor as may have the same in charge, to send back a person to the distance of at least eighty rods with a red flag in the day, and if at night with a lantern showing a red light, to give warning to an approaching train; and also at night, to place a red light in the rear end of the hind car of the stationary train, or in the rear end of the locomotive if no car be attached, and any omission of this duty shall be a misdemeanor in such conductor; and any person who shall exhibit said signals without authority, shall be guilty of and punished for a misdemeanor under this act.

Sec. 9. That if any person while in charge of a locomotive engine running upon any railroad, or while acting as the conductor of the car, or train of cars on any railroad, shall be intoxicated, he shall be guilty of a misdemeanor, and besides the penalty hereinafter provided, shall be liable to indictment in the court of quarter sessions, and to an imprisonment not exceeding ninety days; and any person who shall sell or give, or permit any person by him or her employed, to sell, or give any intoxicating liquor to any engineer, fireman, agent or conductor, while in the charge of any locomotive or train attached to a locomotive, shall be guilty of and punished for a misdemeanor under this act.

Sec. 10. That it shall be the duty of every railroad company, owning or using any railroad, to place and maintain at the intersection of every highway with such railroad at the same level, a sign board across the intersecting highway, so placed as not to obstruct travelers and loaded vehicles, and to be conspicuously seen; and painted on each side upon a white ground with capital letters in black, not less than six inches in length and one in width in the heavy parts of the letter, "look out for engine;" or equivalent warning, and also to plant and maintain each way from such intersection and distant therefrom eighty rods on the side of the railway, a white post with a letter "W" of the size aforesaid, painted thereon in black.

Sec. 11. That it shall be the duty of every railroad company owning or using any railroad which shall pass through enclosed or fenced parts of the country, to construct at every commencement and termination of such enclosure, cattle guards and fences adequate to prevent cattle, horses, sheep and pigs from entering upon the railway track; and if any person shall ride, lead or drive any horse or other animal upon such railroad, other than at highway and farm crossings, or shall walk along said railway without the railway tracks, where so enclosed, without the consent of the railroad company or its agent, he or she shall be guilty of and punished for a misdemeanor.

Sec. 12. That if any person employed in repairing any railroad shall take up a bar, or otherwise interrupt the connection of the rails on which locomotives and trains are passing, without exhibiting a red flag by day and a red light by night on each side, at least eighty rods distant from the place of repair, he shall be guilty of and punishable for a misdemeanor under this act.

Sec. 13. That every person who shall be guilty of any neglect or omission hereby declared to be a misdemeanor shall be liable to a fine of not less than five nor more than fifty dollars for each offence, to be recovered as any debt of that amount is by law recoverable; and every railroad company which shall neglect any of the requisitions enjoined upon them by this act, or shall make any rule or give any order contrary hereto, shall for each violation of this act, and for each month's neglect to comply therewith, be liable to a fine not less than twenty nor more than two hundred dollars, to be recovered as aforesaid; and also in default of payment of any fine incurred by any person in their employment, under this act shall be liable therefor, and be authorized to deduct the same from his wages: *Provided*, That where several fines have accrued, they shall be consolidated, and all exceeding in the aggregate one hundred dollars, sued for in court, with recovery of single costs; and any person having once sued shall not afterwards sue for any fine previously incurred; all such suits, if for cause occurring in the city of Philadelphia shall be in the name and for said city; and all for cause occurring elsewhere shall be in the name of the supervisors or road commissioners of the townships where the penalty accrued, which shall be applied to wards the expenses of repairing highways, except two fifths thereof, which shall be paid to the prosecutor.

Sec. 14. That whenever any passenger on any railroad shall be injured while on the platform of the car, there being room in the car for his accommodation, or any baggage, wood or freight car, or by putting his head or arms out of the window while the car shall be in motion, contrary to any printed directions placed conspicuously in the passenger cars of the trains, such company shall not be liable for such injury.

Sec. 15. That whenever damages shall have accrued for any negligence or unlawful violence by any railroad company or others, and death shall have ensued in consequence thereof, any recovery therefor by the legal representatives of such deceased, entitled to recover the same, shall not exceed for any single death five thousand dollars.

Sec. 16. That this act, as to so much thereof as requires railroad companies to make new constructions, shall not go into effect before the first day of July next; and nothing herein contained, shall relieve any railroad company from answering in damages besides the penalties aforesaid for any injury or loss

resulting from their negligence or misfeasance, or that of persons by their employers, except that any disregard for the requirements of this act, shall be taken to be negligence or misfeasance on the part of the company omitting or disregarding the same.

Sec. 17. That if any locomotive engineer, conductor of a train, switch or drawbridge tender, or other person in the employment of any railroad company, shall by his negligence or disobedience of law or the regulations of the company, cause injury to any person lawfully travelling upon such railroad, either as a passenger or as an employee of the company, or other person lawfully crossing the same, he shall be guilty of a misdemeanor, and upon conviction, shall be punished by imprisonment not exceeding twelve months in the county jail; and if death shall have ensued from such injury, he shall be guilty of manslaughter, and upon conviction in the proper court, shall be punished as the crime of manslaughter is punishable by law.

Sec. 18. That any person who shall willfully, maliciously and with premeditation place any obstruction on any railroad, or shall remove a rail or other part therefrom, or change the switch thereof, whereby the death of any person shall be occasioned, shall be guilty of murder in the first or second degree, according to the finding of the jury, and upon conviction thereof, shall be punished as said crime is by law punishable; and if in such case any person shall be maimed or injured thereby, and no death shall have been occasioned thereby, such person shall be guilty of a felony, and upon conviction thereof, shall undergo solitary confinement at labor, according to the enormity of the circumstances, not exceeding ten years.

Sec. 19. That every railroad company shall have one or more places to deposit lost baggage and freight, where all articles lost or omitted to be called for, shall be deposited, and advertised once in each month by marks or description, the expense whereof shall be charged to the lost baggage account; and shall keep a list thereof and note thereon the disposition made of the same; and whenever such articles have remained on deposit one year, shall proceed to sell the same after advertisement in at least two contiguous newspapers three times during not less than six days, and credit the proceeds to said account: *Provided*, That if such articles be perishable and be so adjudged by an alderman or justice of the peace after inspection, the same may be forthwith sold, after advertisement as last aforesaid; and for such order embracing all articles to be then sold as perishable, the alderman shall receive fifty cents, and ten cents for each additional package, to be charged to such account, and if any owner shall appear and prove property after such sale, he shall receive from such company the net proceeds, but all proceeds not called for, shall be a reserved fund to defray the passage of poor persons returning to their homes or places of settlement.

Sec. 20. That every passenger car to be legally competent for the service of carrying passengers, and to exonerate any carriers therefrom from default in respect thereto, shall be constructed with wheels, trucks, and safety-beams, with the most approved improvements; and all axles and wheels hereafter supplied for locomotives and cars, shall have the name of the manufacturer thereof legibly stamped thereupon: *Provided*, That this section shall not require the owners to alter existing cars before the end of a year from the date hereof.

Sec. 21. Every railroad company operating within this State, shall cause a printed copy of this act to be framed under glass, and kept conspicuously hung in each room for the reception of passengers at every passenger station of such company, under the penalty of five dollars for each omission, to be recovered as other penalties of that amount are made recoverable by this act.

Sec. 22. That it shall be the duty of the Canal Commissioners to comply with the requisitions of this act, so far as the same are applicable to the public works of this Commonwealth.

INNOCENT POISONING BY ADULTERATION.
Dr. Normandy gives a case in which a gentleman was poisoned without any person being directly responsible for the act. The case was as follows: A gentleman was taken suddenly ill after eating some double Gloucester cheese, and his medical attendant having with much perseverance determined to trace the poison to its source, did so with the following result. The cheese he found had been colored in the ordinary way with annotta; the annotta had been heightened in color with a little vermilion, which in small quantities is a comparatively harmless pigment; the vermilion had been, however, previously adulterated with red lead; and hence all this mischief. The adulterator had been succeeded; and each person in the series of successive falsification worked independently of the other, and was not of course aware of the manner in which he was preparing poison for the public.—*Association Med. Journal.*

A GOOD ONE.—David Crockett happened to be present at an exhibition of animals in a some time ago, at least in the city of Washington, where a monkey seemed to attract his particular attention, and he abstractedly observed:

"If that fellow had on a pair of spectacles, he would look like Major Wright, of Ohio. The Major happened to be just behind Crockett, and overheard the observation, and gently tapped Davy on the shoulder. Turning around, Davy very formally remarked: "I'll be hanged, Major, if I know whose pardon to ask, your's or the monkey's."

Little Rules.

Keep a bag for odd pieces of tape and strings, and a bag or box for old buttons.
Have plenty of towels in the kitchen, or Biddy will use your napkins.
Do not let coffee and tea stand in tin.
Keep tinware dry, seal woodware, ware often.
Brass and irons should be cleaned, done up in paper, and put in a dry place for summer.

Keep a coarse broom for the cellar stairs, wood-shed, yard, &c. Never use a carpet broom for such places.
A little salt sprinkled in starch, whilst boiling, prevents its sticking; it is also good to stir it with a clean sperm candle.
Green tea is good to restore rusty silk. It should be boiled in iron—a cupfull to three quarts. The silk should not be wrung, but ironed damp.

Glass cylindrical vessels may be cut in two by tying round them a worsted thread, wet with spirits of turpentine, and then setting the thread on fire.
When the stopper of a glass decanter is too tight a cloth wet with hot water and applied to the neck will cause the glass to expand, and the stopper may easily be removed.

Lime sifted through coarse muslin, and stirred pretty thick with the white of an egg, makes a strong cement for glass or china. Plaster of Paris, pulverised, is still better, and should be stirred by the spoonful as it is wanted.

English Love of Wealth.

There is no country in which so absolute an homage is paid to wealth. In America, there is a touch of shame when a man exhibits the evidence of large property, as if, after all, it needed apology. But the Englishman has pure pride in his wealth, and esteems it a final certificate. A coarse logic rule there: out all English souls; if you have merit, can you not show it by your good clothes, and coach, and horses? How can a man be a gentleman without pipe or wine? Haydon says, "There is a fierce resolution to make every man live according to the means he possesses." There is a mystery of religion in it. They are under the Jewish law, and read with sonorous emphasis that their days shall be long in the land, they shall have sons and daughters, flocks and herds, wine and oil. In exact proportion is the reproach of poverty. They do not wish to be misrepresented except by opulent men. An Englishman who had lost his fortune, is said to have died of a broken heart. Nelson said, "The want of fortune is a crime which I can never get over." Sydney Smith said, "Poverty is infamous in England."—Emerson.

A Proud Position.

The London Times has an article on the probable policy of the President elect, with this flattering interrogatory:

"Who would not be the President of the United States—the choice of a nation of freemen, the object of most infinite care, solicitude, and contention to 27,000,000 of the most intelligent of the human race, the object at which every man's finger points, the topic on which every man's tongue descends—raised above his fellow men by no accident of birth, by no mere superiority of personal qualities for one of the most elevated situations that a man can be called upon to fill?"

Modern Definitions.

Progress of Time—A pedlar going through the land with wooden clogs.
Rigid Justice—Juror on a murder case fast asleep.

Friend—One who takes your money and then turns you out of doors.
Honesty—Obsolete; a term formerly used in the case of a man who had paid for his newspaper and the cost on his back.

Independence—Owing more than fifty thousand dollars which you never intend to pay.
Lovely Woman—An article manufactured by milliners.

"Who wants but little here below,
And wants that little for a show."
Dandy—A thing in pantaloons with a body and two arms—a head without brains—light boots—a cane—a white handkerchief, two broaches, and a ring on his little finger.

Salaries of Municipal Officers.

New York, with 629,000 people, pays its Mayor a salary of \$3,000 a year; Philadelphia, with 560,000 people, pays its Mayor \$6,000; Cincinnati, with 210,000 pays its Mayor \$2,000; Baltimore, with 200,000 people, pays its Mayor \$2,000; Boston, with 165,000 people, pays its Mayor \$4,000; and Chicago, with its 80,000 people, pays its Mayor \$1,200 a year. The police of New York costs about \$825,506 a year; that of Philadelphia, \$546,345; that of Cincinnati, \$72,103; that of Baltimore, is \$45,000; that of Boston, \$188,286; that of Chicago, \$87,248 a year.

A VERY SINGULAR AFFAIR.—A very curious case of confusion has taken place in a family in Lumber Street, on Arbor Hill. A mother and her daughter were both confined on the same day, each having a little son. In the bustle of the moment both babies were placed in a cradle, and to the confusion of the mothers, when the youngsters were taken from the cradle, they were unable to tell which was the mother's and which was the daughter's son—a matter which, of course, must ever remain a mystery. The family is in great distress over the affair.—*Knickerbocker.*

MEDICAL DIFFICULTIES.—By Wm. A. Alcott, M. D.—Medical men, like men of other professions, have their difficulties. They have not always smooth sailing, unembarrassed by winds, breakers or tides, which are unfavorable.

Here is a tobacco chewing or smoking patient. Perhaps he has used his tobacco 40 years, till he is fairly misedicated by it—Had you called on him a few days before he called on you, and after kindly inquiring about his health, had you suggested, with ever so much modesty and moderation, the necessity of a change in his habits, he would doubtless have told you sarcastically, "O, I have used the 'poisonous creature' half a life-time, and am not injured by it yet." And had you labored with him two hours, or even a whole day, to convince him of his error, your labor might have been wholly in vain. But now he is sick; not merely a little sick, but severely so.—His nervous system is prostrated, as well as his muscular powers. Does he know how much greater the prostration is for having benumbed his nervous system with a filthy narcotic, every day, for one hundred and fifty thousand successive days? There is great irritation and tenderness about the region of the liver; with seasons of nausea, and perhaps vomiting; does he know how much more severe his bilious affection is, in consequence of having narcotized his system daily for almost half a century? Constipation, alternated, perhaps, with occasional diarrhoea, is another troublesome symptom; does he know how much of this is owing to his long use of tobacco? In short, he has been using medicine daily,—for if tobacco is not a medicine, pray what is it?—for forty years or more; and now does he expect other medicine, such as his physician may think it needful to prescribe, will have its wonted effect? Is there no danger of having his disease aggravated, rather than relieved, by the administration of new medicine? Does he not know, that no physician in the world, however skillful he may be, can so apportion his doses to the case of an individual who has, for many long years, been dosing or drugging himself, till he has either become misedicated, or has passed beyond the mount of misedication to the gulf of cachexy or general prostration and helplessness, which lies beyond it? And does he not know,—for it is his physician, if he is a man who is worthy of the name, knows it quite too well,—that all active medicine is like a sword with two edges, which cannot be used in the vital domain without doing execution in some way? for if it does not cut in one direction, it does in another.

Here is a patient who has used alcohol all his life-time. Perhaps, indeed, that life is as yet but a short one. He is hardly 25 years of age; yet his constitution is as much impaired as that of many people at sixty. True, he was never intoxicated,—he would have shuddered, always, at the thought of a lurking suspicion of this sort in any human mind. But he has drunk his dram at five o'clock, ere rising; at eleven o'clock, as a preparation for dinner; and at four o'clock in the afternoon, as steadily and as certainly as these seasons have recurred, till his system is poisoned through every pore and fibre. And yet, till lately, he has scarcely felt a pain. Now, a host of exciting causes, as so many igniting sparks, have kindled into a flame all the latent predispositions to disease, which a long, but persevering course of transgression had induced. He realizes, just now,—did he but realize it,—the full import of the saying of Solomon: "Because sentence against an evil work is not executed speedily, therefore the heart of the sons of men is fully set on them to do evil."

But what can be done with him? As surely as alcohol has circulated through every pore of his system for twenty of thirty years, just so surely has he been poisoned, as I said before, at every pore. The mucous membranes, in particular, are poisoned. For proof of this, you have but to lay open his alimentary canal, or his bronchial tubes, and what do you see but hollow passages as red as fire—indeed, on fire—that is, in a state of sub-inflammation? Now in these circumstances what can medicine do? or if any thing in any shape, what shall it be, and in what shape? No living medicinal man, be he wise as the wisest of the present or the past, can tell. He can guess, and perhaps a little better than those who have neither studied the human constitution nor the nature or power of medicine.—But he must guess, still; it is only guessing in such circumstances. Is there no difficulty in the practice of medicine?

Here is a female patient. She has lived twenty years, it may be more, for I have seen women,—married women at least,—who were over twenty. But young as she is, she is full of disease, and would gladly be freed from at least a part of it. What is to be done? We must look well to the causes of her suffering. She has neither drunk spirits, nor used tobacco. I recall; she has done both. She has drunk spirits, alcohol, whenever she has drunk cider, beer, ale, or wine. All fermented drinks contain more or less of alcohol; and though she would not for the world have drunk distilled spirits, she has not hesitated, occasionally, to drink fermented drinks,—wine, with considerable freedom. I have even heard her speak, with much emphasis, of the future triumphs of temperance, from the increased and very general cultivation of the grape, and the consequent manufacture of large quantities of wine in this country, as in France. But she has also drunk tea and coffee ad libitum; and her nervous system is

in a most terrible condition. How, in such circumstances, is her family physician to apportion his dose, whether allopathic, or homoeopathic,—whether botanic or mineral,—to her case? Is he not quite as likely to madden, still more, her already half-frenzied brain as to allay irritation by his medicines?

Or, finally, what is still more frequent among us, here is a child, 'dreadfully sick,' with bowel complaint. As yet he has never drunk alcohol, whether in one form or another; or smoked or chewed tobacco.—Nor has he become, at such a tender age, an inveterate tea or coffee drinker. It is true he has been fed a year or two of the most important, because most formative stage of his existence, on the poisoned streams of the body of another individual; and it is equally true that he has been compelled to breathe, for many a juvenile hour, an atmosphere poisoned with the smoke of another's pipe or cigar. But this, though bad enough for incipient human life, is not quite so bad for him as another, and in its results; more readily form of treatment still, at the hands of those who should have been his preservers and benefactors. Lay open his intestinal canal, and you will find it, from beginning to end, having, as the vulgar phrase it, an angry appearance, and, perhaps, in some places, thickly studded with ulcers. Is this diseased membrane a suitable place for the exhibition of active medicine? Will any scientific medical man be so daring and reckless, in view of such considerations as are likely to present themselves to his mind, in these days, when called to a sick child, as to venture on what is usually called an active hold treatment? Yet he is expected to do something—something, too, which will inspire confidence. The parents, who have given their dearest child salutaris, pepper, spice, salt, lard, butter, and all sorts of concentrations, and the grandparents, who have either by stealth, or otherwise, given him extra rations, at all hours, especially those which were unseasonable, of pie, cake, sweetmeats and confectionery, will be the last to be satisfied with an expectant treatment. The physician knows all this; yet he knows that the more imminent the danger, the greater the necessity of leaving Nature so undisturbed and unembarrassed, that she may exert the full force of her recuperative power, without which recovery will be impossible. So great will be his difficulty that it should excite no surprise to hear him say, in the deep anguish of his soul, that it must be so,—if people will live in this temperate way, and thus irritate and poison their solids and fluids, it were far better to trust the issue to Nature and good nursing, than to attempt anything by means of medicine. Indeed it may be laid down, as an incontrovertible axiom, that all forms of medication, in such cases, are much worse than nothing; and were society but aware of the facts in the case, they would either abandon their habits or abandon physicians and medicine. Both cannot, with safety, be retained.—*Medical World.*

TALL MEN.—A man by the name of Bourbon, a native of Maryland, now in his seventieth year, is residing in Kentucky,—the father of a family unvalued for their physical development. Og, King of Bashan, and the sons of Anak, were not many feet taller. Maximinus, the Thracian shepherd, who became a Roman Emperor, rather overtopped the Bourbons,—being nearly eight feet in altitude, and of incredible strength.

The late celebrated jurist, the Hon. Jeremiah Mason, of Boston, was six feet and four inches in height. Dr. Griffin, formerly a clergyman of Park Street Church, and subsequently president of Williams College in Western Massachusetts, was also six feet and four inches. A farmer, quite a youth, residing in the country not far from this city, who occasionally comes to market, attracts marked attention in passing through the streets, in consequence of standing over seven feet in his shoes. And lastly, one of the prominent practising physicians of Boston is reputed to be six feet and four inches tall!

Kentucky and Tennessee probably furnish the largest number of men above the average height, of any State or Territory in the Union.

But the Bourbons are extraordinary specimens of modern giants:—

	Height.	Weight.
The Father is	6 feet 4 inches	200 lbs.
Mother,	6 " 4 "	225 "
Thomas,	6 " 4 "	230 "
James,	6 " 6 "	215 "
Sarah,	6 " 6 "	165 "
John,	6 " 11 "	298 "
Mary,	6 " 2 "	150 "
Elijah,	6 " 3 "	210 "
Matthew,	6 " 6 "	220 "
Eli,	6 " 6 "	197 "
Daughter,	6 " 3 "	160 "

Total height, 70 feet. Weight, 2298 lbs. Entire age, 57 years.
The family are all living except the youngest daughter, are all wealthy, and of the first families of Kentucky. Several of the grand children are over six and a half feet, and are still growing.—*Med. World.*

PROLIFIC.—The author of Notes and Queries states that Mrs. Greenhill had thirty-nine children by one husband, all born alive, and were baptized—and further, they were all at single births but one. The last child was born after his father's death, and grew up to be a practising surgeon, King street, Bloomsbury, England. He also became an author of a work on Embalming Human Bodies.—*Exchange.*