VOLUME 9.

BLOOMSBURG, COLUMBIA COUNTY, PA., WEDNESDAY, JUNE 3, 1857.

NUMBER 20.

THE STAR OF THE NORTH 18 PUBLISHED EVERY WEDNESDAY MORNING BY R. W. WEAVER,

OFFICE—Up stairs, in the new brick building, on the south side of Main Street, third square below Market.

TER MS:—Two Dollars per annum, if paid within six months from the time of subscribing; two dollars and fifty cents if not paid within the year. No subscription received for a less period than six months; no discontinuance arguitted until a greeness.

discontinuance permitted until all arrearages are paid, unless at the option of the editor.

ADVERTISEMENTS not exceeding one square will be inserted three times for One Dollar, and twenty-five cents for each additional insertion. A liberal discount will be made to those who advertise by the year.

Choice Poetrn.

TRAVEL.

Written by H. P. I., on the top of a hat with brick in it, in 35 minutes by a stop-watch.

Railroads, steemboats, stages, wagons; lron horses, snorting dragons; Sido-wheel ducks with heads of steem ou, Four-horse drags unfit to dream on; One-horse teams! at these don't cavil; What's the odds!—we're bound to travel.

Down the grand, broad Mississippi, Go'way small streams, this will whip ye; Bluffs and sand-bars, snags and sawyers, You're for steamboats, sad destroyers. Big old strong! your praise I give ill; Never mind, we're bound to travel.

Foam and mist, and spray and thunder! Go 'way Europe, stand from under! Here's Niagara, our own roarer, Of all other Falls the floorer! Come here, cockneys, and be civil; Come and learn the way we travel.

On the railroad o'er the prairie, Fast we fly, light-winged and airy; Whirr! up fly the prairie chickens, Whew! the deer runs like the dickens. Come here, cockneys, and be civil; Come and learn the way we travel.

Flying sparks, and dust, and cinders, Coming in at doors and windows; Bad hotels, and awful eating; Rum hack-drivers, death on cheeting; Clothes begrimed with grit and gravel; That is what we catch who travel. That is what we catch who travel.

Mountains, valleys, hills and rivers, Each one to the landscape givers, Grante hills and rocks, we greet ye! Valleys, rivers, glad to meet ye! Each and all these words unravel; Hurrah! rip! it's good to travel!

Political.

SPEECH

HON. GEORGE P. STEELE, OF LUZERNE COUNTY,

DELIVERED IN THE SENATE OF PENNSYLVANIA ON THURSDAY, MAY 7TH, PENDING THE BILL FOR THE SALE OF THE MAIN LINE.

Mr. Speaker:- I have occupied but little of the time of this body during the session in the way of speech-making, having always preferred being an attentive listener to those who have had experience in matters of legislation; but, sir, at the present stage of our deliberations I feel it a duty incumbent upon me to raise my feeble voice against the iniqitous measure now pending. Were I to remain in my seat without uttering a word in condemnation of this proposed act, my constituents would think-and justly too-that I had proved recreant to every principle of -that I was neglectful of the great interests of the Com.nonwealth, and that, as a necessary consequence, I was unfit to represent them. In justice to the past, present, and future—in justice to the hard working tax-payer-in justice to everything near and dear to the glory and prosperity of our country, I propose saying a few words in the way

admonution. Sir, in my humble judgment, very many of the provisions of this bill are based upon error and fraught with great evil. Some of them I believe to be wholly unconstitutional, and an outrage upon the rights of the honest tax-payers of Pennsylvania.

Sir, the very idea of selling the main line works to a mammoth, heartless soulless corporation, is simply absurd, and should be treated with derision and contempt by every well-thinking man. The people of this country, sir, are not quite prepared to form a gigantic grasping monopoly that may hereafter be able and willing to dictate voters who their rulers shall be and what kind of legislation they shall have .-No, sir, I trust the public mind is not yet poisoned to such an extent as to permit the perpetration of so gross an outrage.

Sir, I am fully convinced that the friends

of the Pennsylvania Railroad Company, together with those who felt interested in other companies, have year after year labored zealously and vindictively in order to bring the main line of our public works into dis repute; and, sir, I believe from motives, both selfish and designing, they have endeavored to render the Canal Board reprehensible and odious in the eyes of the people. Now, Mr. Speaker, from my own knowledge, and judging from all that I can see or hear, my mind is fully made up that the Canal Board have been sinned against far more than they have their constituents are opposed to rearing in sinned. If they have committed any great their midst a ponderous monopoly—one that wrong or are guilty of any heinous offence, why is it not shown to Senators? It is neither my province or inclination to stand here justifying wrong, let it come from what quarter it may. Neither is it agreeable to my ear to hear any of our public officers abused

unless some good cause be first shown. Sir, the Legislature made large appropria tions during the last session for repair, laying new rails, &c., on the Allegheny Portage road and the different roads on the main line of our public works, amounting to bethe direction of the Canal Board it has been expended in good faith. Is there anything I am credibly informed that

being true, is it strange that the Pennsylvania and other railroad companies should now combine their influences in order to filch from the State the people's improvements !-If after the works have been placed in a paying order, and a profit is about to be realized from an immense expenditure recent-ly made, they are to be given away to an overgrown corporation, it is high time the industrious tax payers be heard.

Sir, I feel confident that the public mind has been greatly abused and deceived by the clamor raised against the public works and its agents. The hirelings of these mammoth monopolies have in this manner succeeded in inducing thousands of honest men to believe that corruption existed in the Canal Board, and that speculation was the order of the day along the whole line of our public works. Sir, these vilifications and slanders have been reiterated and trumped up year after year so that the people would become lissatisfied; and that done they could make an easy prey of the State's property. And, sir, from present appearances I am led to beieve that they have got so strong a grasp as to leave but little hope for the interests of the

Sir, if this bill passes with all its danger ous provisions, my opinion is that the peo-ple who have been hoodwinked and deceived by this false clamor will find themselves in a situation that I will try to illustrate by relating a matter that I read in Æsop's fables when I was a boy. It was something like this:-A number of frogs had a good old log in a beautiful pool of water, where they enjoyed themselves in great harmony and comfort for many years; but their rulers used bad influences among them, and they at last be-came dissetisfied. Influences were brought to bear upon the innocent creatures to in duce them to call on Jupiter to send down some new idol that they might worship .-Consequently Jupiter sent them down a long-legged, long-billed stork. He came quietly in among them, and remained so for a short time, but finally went to work eating them up one by one. Great alarm and trouble ensued among them, but they were unable to get rid of their long-billed friend until they were all eaten up.

Now, sir, I think this would partly illus-

trate the situation of the tax-payers of Pennsylvania should this bill be enacted into a

This bill, sir, to say the least, bears upor the face of it a palpable and deliberate fraud. No measure has ever been introduced in these halls, or those of any other Republican Government that will have so great a tendency to weaken the confidence of the people in the integrity of their representatives. One section provides that if the Pennsylvania Railroad company purchases the Main Line that all their property, real and personal, shall be forever exempt and free from an State tax, and that their charter shall be perpetual. Sir, it is well known that the revenue derived from the tonnage tax alone now imposed upon the Penusylvania Railroad amounts annually to the sum of \$225,000 and which if multiplied by thirty-three, (the number of years given that company to pay for the Main Line,) would amount in the ag gregate to the sum of \$7,425,000. Then, side from this tonnage tax, must be taken into consideration other taxes, which would annually amount to some \$80,000 or \$90, 000 and all of which under the present bill they would be exempt from paying. In these figures I make no estimate of the natural and inevitable average increase of taxes, which would loom up to a pretty snug sum. A single glance at the provisions of this bill will not only tell you that it is preposterous but that it is rescally and wicked in the extreme. How any legislator can muster sufficien daring to vote for a bill so abominable in all its features, and then brave the unavoidable indignation of an enlightened and honest constituency is more that can be divined .-Sir, the people have been flattered and cajoled by this corporation, and now it is about to rob them. A few speculators have, by dint of impudent villainy, managed to divert the attention of the honest masses from their real interests by the hue and cry of "stop thief!" Session after session is worse than wasted in legislating against labor, and in favor of capital, for the exclusive benefit of a few rich men. Instead of being as we should, the inflexible guardians of equal rights, and dispensing like the dews of heaven their favors upon all, we devote ourselves entirely on much to the building up of privileged or ders, and creating artificial distinctions in society, exalting a few and debasing the many

Mr. Speaker, I now call on my friends, the Senators from Berks, Schuylkill and Philalelphia, to come to the rescue, and implore them by all that is holy not to vote for another section of this bill. I feel confident that will be constantly grasping after legislation that must prove detrimental to the varied inerests of business men.

making a small number enormously rich

and reducing the mass to penury and degra

Sir, it has always been the boast of Re sublicans that opposition to establishing privileged class was one of their cardinal principles; yes, sir, I mean Republicans in the true sense of the word. At this time I should like to know what is to be expected from professed Republicans. Simply noth-

I came here, sir, without any prejudices for or against the Pennsylvania Railroad Company. I knew but little of the power or influence it wielded in these halls until a month or more ago, when one of its bills,

all the works are in excellent condition. This relative to its being exempted from paying shall become the purchasers, "to assign and tax on a large amount of property in and about Pittsburg, was under consideration .-The venerable Senator from Allegheny, (M: Wilkins,) together with his colleague, (Dr. Gazzam,) protested s'rongly against its passage, upon the ground that it was wrong and unjust for any corporation to be released from paying a fair and equitable tax; but, sir, when the question was fairly before the Sen-ate, then for the first time I fancied that I could plainly see the company's solicitor, one of its generals, and a captain stationed in different parts of the chamber with a view of obtaining the ear of their respective party friends. By this system of tactics, the Sen ators from Allegheny were soon overpower ed, and the company got all the legislation asked for. Now, sir, I am free to acknowledge that from that time up to the present hour I have been alarmed. In all candor why should we not be? It is evident to any close observer of events that it is a foregone conclusion that this mammoth company i rule or ruin-that is, either by coercion or corruption. The interests of my immediate constitu-

ents will be injured to a great extent, from the fact that the Eastern Division of the Pennsylvania Canal is to be included in the sale. It is evident that a majority of the coal operators in Luzerne County, who ship coal o an eastern market, will be forced to pay about twenty-five cents per ton additions toll for all time to come; and, sir, that will nearly, if not quite, amount to a prohibition of our coal trade in that section of the State Sir, the Canal Board, so far as the interests of the Commonwealth would permit, wisely discriminated in favor of the coal trade com ing from the Wyoming valley. They arranged their toll sheet so that all coal passing down the canal one hundred miles should then pass free through to Columbia It is about one hundred and six miles from our coal field to the Junction, at Duncan's Island. Senators can very readily see that should the Eastern Division go into the hands of a company, many of my constitu ents would be compelled to pay exorbitant and perhaps villainous, rates of toll on that part of the canal. Coal from Lykens Valley passed nearly ninety miles less in distance to a market than does that which is shipped from Luzerne; and from the Shamokin gion about sixty-five miles less. Consequently it will be perceived that had not the Canal Board wisely discriminated in favor of the Wyoming Valley coal trade, the revenue derived would have been over \$125,000 less than it was, simply because the operators in that Valley could not have competed with operators that ship coal so much nearer market. In proof of my assertions, I would merely refer you to the amount of tolls received at the collector's office at Beach Haven, which last year came to more than \$254,000. Who can doubt that had not a proper discrimination been made that \$125,-000 less would have been collected at that office? These are facts that speak for them-

selves.
Mr. Speaker, I was appointed, in the year 1845, one of three Commissioners to meet in Philadelphia to sell the Delaware division of the Pennsylvania Canal, under a law that was passed the previous session; and, sir, I will here take occasion to pronounce that law an abominable outrage upon the interests of the Commonwealth. It was made the duty of the Commissioners to open books and receive subscriptions amounting to \$1,700,000; and it was also provided that when that amount was subscribed that we should close the books, and issue certificates of stock to the subscribers. The law did not allow us to take any more for it than that amount. Be ing convinced that the whole project was wrong, I accomplished its defeat by one vote. through the aid of Hon. Samuel D. Ingham, who was also one of the Commissioners.

Now, Mr. Speaker, can you or any other Senator say that the Delaware division is not 500,000 more at a fair sale. has been a paying canal ever since that day. I have only referred to this subject in order to show that my judgment in that instance was correct, as time has fully and clearly demon strated. This is one of the many reasons why I have confidence in my own judgmen in matters of this kind.

Sir, when I rose it was not my intention t have occupied so much of the time of the Senate. As an apology, I have only to say that my constituents, as much as those of any other Senator upon this floor, have a deep and an abiding interest in the future welfare of this good old Commonwealth. Sir, I would be willing to talk a month if by so doing her interests would be protected.

The Senator from Crawford, in the course of his remarks yesterday, said he could not see why senators would vote against this bill without giving their reasons for so doing .-In the language of that Senator I have had my "pitch in," and I hope the Senate will pardon me for occupying so much of its

MAIN LINE.

The undersigned place on the Journal the Senate their reasons for voting against the passage of the House bill No. 852, (re-print n Senate file No. 1127,) entitled "An Act for the sale of the Main Line of the Public

1st. Because, although professing to offer the Main Line to the highest bidder, the bill discriminates so largely in the conditions of sale, terms of payment, and the exemption from taxation, in favor of the Pennsylvania Railroad company, as almost to exclude bons fide competition. And yet, it empowers in responsible individuals to bid, for the purpose of speculation, by authorizing them, if they transfer their right to said Main Line, under said purchase, to any Railroad or Canal Company created by the laws of this Common wealth." The privilege of transfer, under such circumstances, without increasing competition, gives color to the assertion that the bill has been so framed as to enable private parties-now engaged in procuring this legof selling at an advance, as an indemnity for

their services. 2d. Because, although the bill purports to be a sale of the Main Line, it, in reality, more nearly resembles a gift to the Pennsylvania Railroad Company, if that company should obtain it on the terms proposed. The extra-ordinary extension of credit, the low rate o interest, the release of the tonnage tax, and the exemption, forever, from all other taxation or duties for State purposes, will enable that company to liquidate every dollar of the purchase money before the last payment shall mature, by merely appropriating, for that purpose, the taxes from which they are thus

3rd. Because the release of the tonnage tax is not accompanied with such a limitation upon the future rate of dividends of said company, as will cause said release to enure to the benefit of the trade and commerce of the State. Such a limitation would be in accordance with the original design of the enterprising citizens of Philadelphia and Pittsburg, and of the various municipalities who subscribed so liberally to the Pennsylvania Railroad Company, not expecting or desiring to promote the great objects above referred

4th. Because the bill provides that in the event of the Pennsylvania Railroad company becoming the purchaser, said company shall not only be exempt from the tonnage to amounting to \$226,000 per annum, but that in addition, it "shall be released from the payment of all other taxes or duties to the Comm wealth on its capital stock, bonds, dividends or property." The latter amount, from which the Pennsylvania Railroad company would be thus relieved, may be moderately estimated at one hundred thousand dollars a year.

Such an exemption from taxation is no only without precedent, but should be deprecated as establishing an exceedingly dangerous one; and is in violation of that principle of equality of taxation so fundamental in our

orm of government.

5th. Because the bill does not contain sufficient guarantee that the Western division of Main Line "shall be kept in good repair and operating condition;" thus establishing an invidious distinction between the Eastern and Western portions of the State, although both have contributed proportionally to the burden of constructing and maintaining the

6th. Because the bill does not require that the President and Directors of the company, purchasing said line, should be citizens and residents of the State. The importance of such a requirement is manifest from the fact, that under our general law, only a majority of the Directors of Canal and Railroad companies need be resident citizens; and by some special charters even a majority is not nec essary. In fact, the management of several of these companies is located entirely out of the State. Thus, by the provisions of this bill, the Main Line may pass into the hands of those whose rival interests and feeling would not afford any guarantee that it would be managed so as to subserve the great ob jects of its construction

7th. Because, if the Pennsylvania Railroad company should become the purchaser, there cities of Philadelphia and Pittsburg, shall retain a voice in the direction of the affairs of

merce already referred to. 8th. Because the charter of any company purchasing said Main Line is made and de plared perpetual; and there is not such a proper or sufficient reservation of legislative future, to protect the general interests of the Commonwealth and her citizens.

> WM. WILKINS. N. B. BROWNE, JOHN CRESSWELL, JR., WM H. WELSH WM. H. WELSH, JAS. H. WALTON, HENRY FETTER, THOMAS P. KNOX, JOS. LAUBACH, JONATHAN ELY, GEORGE P. STEELE, JNO. C. EVANS, GEO. W. BREWER, RICH. L. WRIGHT,

The books, papers, drafts, notes hand, &c., formerly the property of the United States Bank, to the amount of forty tons, have been purchased by Messrs. Bottom & Co., of Trenton, and are to be ground up and co verted into paper. The True American says that ten tons of this vast amount is of corres pondence, autograph letters of the first states men, politicians, and financial men from this and other countries. Drafts upon the Roths childs for hundreds of thousands of dollars. certificates of stock transferred to leading pankers in Europe, checks and drafts, from Clay, Webster, Adams, Calhoun, Houston Crockett, Cass, &c., &c., all lie scattered, an ready for the important transformation into clean, unsullied white paper. This huge mass of books and papers strikes the visito

Miscellancons.

Question of Precedence with Ladies. Dr. Baird, in his late lectures, at St. Louts,

elated an amusing anecdote of Napoleon le Grand, and the ladies who attended his first grand reception ball at the Tuilleries. The old nobility had departed, and everything was new. The invited guests were mostly military officers and their wives. Some two thousand ladies were present. When suppertime came, they of course took precedence of the gentlemen. A question arose who had the right to go first. The great diningroom hall was thrown open, admitting them and the doors were then closed, and the officers of the psiace found it impossible to open them. The dispute among the ladies grew warm. One lady said the righ was hers, as her husband was a great general; but she soon found that others main tained, on one ground or the other, that their claims were greater. Meanwhile the officers could not get the doors open, and, in conster-nation, one of them hastened to the first consul, and asked him how they should set tle the question of precedence. "O," says Bonaparte, "nothing is easier; tell them the oldest is to go first." The officer reported to the ladies the first consul's decision, and instantly they all fell back! This gave the officers an opportunity to get the doors open when, to their astonishment, none of the ladies were willing to go first. After standing in that ridiculous position for a model they began to laugh heartily at their ow folly, and all marched into the without delay. This, said Dr. Baird, is one of the thousand-and-one stories they tell in Paris of the "Great Napoleon," to illustrate the readiness of his wit.

A Handsome Soul,

One day last winter, a little boy from the South, who was on a visit to the city, was taking his first lessons in the art of "sliding down hill " when he suddenly found his fee in rather too close contact with a lady's si'k dress. Surprised, mortified, and confused he sprang from his sled, and cap in hand, he

commenced an earnest apology. "I beg your pardon, ma'am; I am very

"Never mind that," exclaimed the lady "there is no great harm done, and you feel "there is no great harm do about it."
"But, dear madam," said the boy, as his

eyes filled with tears, "your dress is mined. I thought that you would be very angry with me for being so careless." "O, no," replied the lady, "better have

oiled dress than a ruffled temper." "O, isn't she a beauty," exclaimed the lad,

as the lady passed on.
"Who? that lady?" returned his comrade,

"if you call her a beauty, you shant choose for me. Why, she is more than thirty years old, and her face is yellow and wrinkled. "I din't care if her face is wrinkled," re

plied the hero, "her soul is handsome anyhow." A shout of laughter followed, from which the little fellow was glad to escape. Relating the incident to his mother, he remarked "O, mother! that lady did me good. I shall never forget it; and when I am tempted to indulge in my angry passions, I will think of

Do It Yourselves, Boys.

a ruffled temper."

what she said, "Better have a soiled dress than

solve that problem ? Do it yourselves. You perienced men in the market is that the nummight as well let them eat your dinners as do her of horses sold and that will be sold this eating; he that does it gets the benefit, and half the number usually sold in the city in should be a provision, that the State or the not he that sees it done. In almost any school corresponding periods of previous years. The simply because the teacher is compelled to city stages and railroads, and these rarely exthe Consolidated Line, irrespective of, and solve all the hard problems for them, and ceed \$150 each. There is a great deal of held by them in said company. So important not ask him to parse all the difficult words or ordinary work horses is "nothing to brag on," class. He reads like a conqueror, and well he may. His poor weak schoolmate, who gave up that same problem after the first faint trial, now looks up to him with something of a wonder as a superior. The problem lies there, a great gulf between those boys who stood yesterday side by side. They will never stand together as equals again. The boy that did it for himself has taken a stride upwards, and, what is better still, gained the strength of greater ones. The boy who waited to see others do it has lost both strength and courage, and is already looking for some excuse to give up school and study forever.

> CAPITAL SENTIMENT .- At a printers' annua estival in Washington City, the following were among the regular toasts:

"The Constitution of the United States Set up by wise and patriotic founders, imposed on the hearts of the people, and locked up in their best affections

"The Declaration of Independence,-Good standing matter, a proof sheet free from errors, and a first rate copy for the setters up of Re-

" Woman-May virtues ever occupy space than her skirts, and her faults be of a

The Infamy Consummated !

The Senate having passed the bill for the sale of the Main Line of the Public Improvements to the Pennsylvania Railroad Company, with some unimportant amendments, the House concurred in the same, on Tuesday, and the bill was finally passed and sent to the Governor by whom it has been signed and is therefore a law. The correspondent of the Pittsburg Union thus speaks of the manner in which the iniquitous bill was concocted and

forced through the Legislature : Democratic party. It was supported and defended by a united Republican and American phalanx, and, with the aid of a few fallen

Democrats, they passed it.

When it was under consideration in the Senate its friends showed their determination to pass it as it was on many occasions; and to show how little these men cared for the welfare of the Commonwealth, let me state a few facts, which are upon record, and will rise up in judgment against them here-

after.

It was proposed to amend this bill so as to give any other party than the Pennsylvania Railroad Company, the right to purchase the Main Line, if they would pay a higher price for it, and the friends of the bill voted the

amendment down.
It was proposed to amend it so as to prohibit the Pennsylvania Railroad Company for declaring more than eight per centum div dends, and thus protect the public against the bill voted the amendment down.

It was proposed to amend it by declaring sold should be inviolably appropriated to the extinguishment of so much of the State debt, til one of the party concerned, choose to open and the friends of the bill voted the amendment down.
It was proposed to amend it by reserving

the Main Line, and the friends of the bill voted the amendment down.

It was proposed to indemnify the Com monwealth against all suits for damages by Line was sold, and the friends of the bill voted the amendment down.

It was proposed to amend it by providing that none but Pennsylvanians should hold greeable still, have "mamma" offices in the Company, hoping thereby to protect the people against grasping and avaricious foreigners, and the friends of the bill voted the amendment down.

These are a few among many such judi-ious amendments which were deleated by the men who passed this bill, and I ask, in all seriousness, what can the people expect from a majority that will thus trample upon their rights, and barrer them away to a mammoth corporation? The future is dark and obscure yet, and what it will bring forth God

New York Horse Market. The market still continues in a dull state-

somewhat higher than they were a year ago; but this because drovers have been obliged afford to sell them except at higher pricesto get which they have sometimes held on until, as the old saying is, the horse eats his own head off. Horse keeping is necessarily high, and loose hay sells for \$1 and \$1 06 per cwt., and oats at 65 cents per bushel. The Why ask the teacher or some classmate to opinion of some of the best informed and exour sums for you. It is in studying as in spring will not much, if any, exceed one I would give more for what the teacher learns, largest number now selling are for the use of strength gained in this effort, even though at to-day, or to-morrow, or next week will do, some of them won't buy without, and consequently sales are hard to effect.

> A gentleman was once walking in a street when he met a stone-cutter, whom he thus addressed :

" My good fellow, if the devil was to come now, which of us would he take ?" After a little hesitation the man replied-

Annoyed by this answer, the querist asked im for a reason.

ketch meself, sure; and he have you at any

The fellow who is courting Miss Demeanor thinks very seriously of breaking off

Men are sometimes accused of pride merely because their accusers would be proud

Love, the toothache, smoke, a cough, and tight boots, are things which cannot be kept secret very long.

Which are the two smalles: menuoned in the Scriptures? The widow's "mite" and the wicked "flea."

Deal Gently with the Little Ones. A child, when asked why a certain tree

rew crooked, replied, "somebody trod upou I suppose, when it was little." "He who checks a child with terror.

"He who checks a child with terror,
Stops its play, and stills its song,
Not alone commits an error,
But a grievous, moral wrong.
Give it play, and never fear it,
Active life is no defect;
Never, never break its spirit;
Curb it only to direct.
Would you stop the flowing river,
Thinking it would cease to flow?
Onward must it flow forever;
Better teach it where to go."

I don't see why people cannot do their courting by daylight, thereby saving an exlights, fuel and forenoon naps .- A Breakfast-Table Remark.

Whew! preach that doctrine until your head is grey, and you are as toothless as a new-born babe, and still young folks will "set up," till the stars grow tired of watching, and the roosters begin to crow!

There is a sort of fascination in it, a positive denial to the contrary not withstanding .-An indescribable, undeniable charm, in being the sole occupant of a front parlor, with nothing to molest or make afraid; the sofa drawn up before the shining grate, and the lamp regulated to a steady blaze that will not eclipse the brightness of eyes, or make particularly prominent, unclassical, irreguexhorbitant rates of toll, and the friends of lar features. There's something peculiarly pleasing in hearing the last pair of household feet take a Lee line departure for the that the money for which the Main Line was upper chambers, and feeling that the ever swinging parlor door will remain closed un-

Talk of courting by daylight! Think of laming one's arm by quick, hasty withdrawto the State the right, in case of violation of the charter of the Pennsylvania Railroad sant ringing of the door-bell, or seeing the Company, to take possession of this road and puff-combs and curls fly in every direction, by a sound of coming footsteps. Imagine proud lover at the feet of fair lady, puffing forth an eloquent, long avowal, with extra-ordinary expressions flitting over his face; injured transporters and others, after the Main and, at the same moment, a puzzled little countenance peering through the folding doors, wondering what makes Mr. M. "pray with his eyes wide open !? Or, more disa door, without the prelude of a rap, of course, just at the moment you have ventured to test the temperature and sweetness of her

And then what time in the day could one take? Not in the forenoon, certainly, when music teachers and fashionable callers are in vogue; not in the afternoon, when one's senses are stupified by the eating of a hearty dinner; not on Sandays, when everybody is expected to go to church; not in church, with pantomimic gestures that set the occupants of neighboring pews a starting. No! there is but one time, and that the veritable season set in old primitive days-a time and season for courting. An hour, when you that is, horses sell lowly, though at prices can pinch Susie's fingers to make her tell who she loves best; look in Susie's hand to see if her fortune runs with yours, and see to pay higher in the country, and could not what letter of the alphabet is formed by the lines therein; kiss her when you please, hug her when you please; and all this when the old folks are sleeping, when the sound of footsteps are scattering in the streets, and there is no one on earth so near Susie as vourself! Them's um!-Margaret Verne.

ADULTERATED LIQUORS .- Dr. Hiram Cox. appointed, under the law of Ohio, Chemical Inspector of liquors in Cincinnati, has oublished facts that should be engraved around the rim of every drinking glass. He states that during two years he has made 249 inspections of various kinds of liquors, and although they may part with, the stock now answer the questions for the lazy boys. Do city work in progress, but the demand for itations, and a greater portion of them poisa work should not be managed as much with assist you in the performance of any of your reference to the interest of stockholders, as to duties. Do it yourselves. Never mind tho' flat. The grand difficulty appears to be that lons, but imitations having corn whiskey for they look dark as Egypt. Don't ask even a owners hold their stock higher than buyers a basis, and various poisonous acids for the hint from anybody. Try again. Every trial are willing to pay. Those who need horses increases your ability, and you will finally for work must buy, but those who generally succeed by dint of the very wisdom and buy the high-priced horses are in no hurry - Malaga, is pure, but they are made of water, sulphuric acid, alum, Gninea pepper, horsefirst the problem was beyond your skill. It and finally, if they do meet with animals to raddish, and many of them without a single is the study and not the answer that rewards suit their fancy and prices to suit their purse, drop of alcoholic spirit. Dr. Cox warrants your pains. Look at that boy who succeeded they don't buy at all. The truth is, there is there are not ten gallons of genuine Port after six hours of hard study, perhaps. How not margin enough between the present is lit up with proud joy as he marches to his country and city prices to afford dealers a his inspections of whiskey he has found fair chance for jockeying with customers, and only from seventeen to twenty per cent. of alcoholic spirit, when it should have been forty-five to fifty, and some of it contains sulphuric acid enough in a quart to eat a hole through a man's stomach.

> MENTAL EXCITEMENT.—Bad news weakens the action of the heart, oppresses the lungs, destroys the appetite, stops digestion, and partially suspends all the functions of the system. An emotion of shame flushes the face; fear blanches it; joy illuminates it; and "Because, yer honor, he would be glad to an instant thrill electrifies a million of nerves. Surprise spurs the pulse into a gallop. Delinum infuses great energy. Volition commands, and hundreds of muscles spring to execute. Powerful emotion often kills the body at a stroke. Chilo, Diagoras and Sophocles died of joy at the Grecian games. The news of a defeat killed Philip V. The doorkeeper of Congress expired upon hearing of the surrender of Cornwallis. Eminent public speakers have often died in the midst of an impassioned burst of eloquence, or when the deep emotion that droduced it suddenly subsided. Largrave, the young Parisian, died when he beard that the musi cal prize for which he had competed was ad-