THE STAR OF THE NORTH.

W. H. JACOBY, Proprietor.] Truth and Right—God and our Country. [Two Dollars per Annum.

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Choice Poetry.

THE YANKEE LOVER'S SOLILQUY.

As thin as a hatchet I've grown,
And poor as Job's turkey, by golly;
I stand like a scarecrow alone,
Sad victim to love's melancholy!

I feel most confoundedly blue,
Life's rose is turned to a thistle;
My sweetheart has turned out untrue,
And sacked me as slick as a whistle!

Though lively and keen as a rat,
And playful as any young kitten,
She has got the sharp claws of a cat, [ten.
And has showed 'em to me thro' the mit-

Of our village girls she's the belle,
And plump as a partridge she grows:
Her lips for two cherries would sell—
Her cheeks are as red as a rose!

Like two bran new dollars her eyes,
Her nose is turned neater than wax,
Her bosom with Venus's vies,
Her hair—it is finer than flax.

I courted her day after day,
In the hope her affections to win,
But my trouble is all thrown away—
Like a fool, I have been taken in!

I am laughed at by all of our folks—
They expected a wedding to follow,
She turned out a tarnation hoax,
Her heart like a pumpkin, is hollow!

As thin as a bean pole I grow,
And crabbed and cross as a bear,
My heart—it is love-cracked, I know—
I shall lie down and die in despair!

Inebriate Asylum.

Mr Editor,—I see in your issue of the 12th instant an appeal to the clergy in behalf of the inebriate asylum. I, for one, wish promptly to respond to that appeal. I will give twenty-five dollars toward building a penitentiary in which to place the drunkard-maker, to be safely kept at hard labor (the avails of which shall go to the support of the drunkard and his family) till he shall give good security that he will never again afflict the comunity by selling the drunkard's, drink, or by manufacturing drunkards for a virtuous people to take care of. What say the sober part of community to this proposition? Will you be silent while the rum interest takes shelter professedly under the broad seal of the constitution, and the traffic is taken to the bosom of state laws, and a large class of respectable fellow citizens take the victims of the horrid traffic to an asylum, and then appeal to the virtuous for their support? Such is the effrontery of rum, such the consistency of the state, such the propriety of the appeal made to the clergy.

The state legalizes the traffic in rum, knowing certainly that krundeness will be the result, and while the rumseller goes unwhipped of justice, the virtuous part of community must be taxed in a thousand ways for its support. This is a grand outrage!

What would be thought if the state should take it into its head to legalize the breeding of wild and detructive beasts, to be turned out to make their depredations in the community? Would there not be heard an unmistakable cry against the outrage? How much louder would be that cry of an outraged community, if in addition to this wrong, they should be taxed in a thousand ways for its continuance, and still in addition be asked to contribute of their virtuously gotten means to prepare an inclosure in which to place and take care of these animals, and if possible render them harmless, and then to be turned out to be caught up by gentlemanly breeder to be made by him as ferocious as before, and all this at the public expense, while the breeder is enriching himself, and moving about as a gentleman?

In such a case if the community could not get legal redress and protection they would protect themselves. dispute the law, and all would say amen. It would not appease their indignation to tell them the business is legalized, and to put a stop to it would be a guilty interference with a man's business.

Change this supposed case, and substitute men for beasts, and the application of the argument is not difficult.

Our fathers and sons are converted into something as ferocious as wild beasts, while the man who does this respectable work is adding to the wickedness of that work itself the sin of robbing his victims and their families. At the same time we are told that these men are gentlemen, and their business must not be interfered with. The state takes the rumseller to its bosom, and significantly says, Do my favorite pets no harm.

When will an outraged people earnestly demand protection against this greatest outrage? Then shall they be free.—*From the Christian Advocate and Journal.*

"Well, Alick, how's your brother Ike gettin on these times?" "Oh, first rate.—Got a start in the world—married a widow with nine children.

Much smoking kills live men and cures dead swine.

Railroad Meeting.

Pursuant to public notice a large meeting of the friends of the Tyrone and Lock Haven Railroad assembled in the court room in Bellefonte on Wednesday, the 1st day of June. The Hon. A. G. Curtin was called to the chair, L. A. Mackey and Thos. Wilson, vice presidents, and E. C. Humes, Secretary.

Mr. Curtin, on taking the chair, remarked that he observed a number of strangers present—among them Thos. Kimber, Jr., president of the Cattawissa and the Williamsport and Elmira Railroads, a gentleman of liberal views and acknowledged ability as a railroad man, and H. A. Fonda, the able and efficient superintendent of the Cattawissa Railroad. He also observed the Messrs. Osborne, engineers and contractors of great experience both in this country and in Europe, who had visited the road and the country, and who were competent to give a correct opinion of the line of the road, its character, and probable advantages. He also observed among others an old veteran in railroad enterprise, a pioneer and a patron of railroads, Col. Joseph Paxton, of Cattawissa. These men had come here to attend this railroad meeting, and he hoped we would hear from them.

The officers of the road were better able to state the direct object of the meeting and to them be now referred the subject.

Dr. Underwood said a lease had been made with the Cattawissa Railroad Company to run the Tyrone and Lock Haven Railroad, and that he had invited the officers of that road to visit this section of the country, examine our enterprise, and if worthy of assistance to aid us in its completion. The road, he said, was still progressing and was nearly ready for the track, and it was time that measures were taken to complete it.—The Messrs. Osborne had passed over the line, and examined its character in an engineering point of view. They had passed through some of the valleys, went into the forests west of the Alegheny mountains, observed the coal interests, the iron mines and iron works, lumber mills and flouring mills, and made a detailed report, which laid on the table, and he hoped it would be read with interest. In conclusion, he begged the chair to introduce to the audience Thomas Kimber, Jr., president of the Cattawissa, Williamsport, and Elmira Railroad Companies.

The chairman of the meeting having introduce Thomas Kimber, Jr., President of the Catawissa, Williamsport and Erie Road.

Mr. K. said that he felt much obliged to the chairman, and to Dr. Underwood, for having explained to the citizens of Bellefonte the object of his visit at this time;—which was by no means to attempt to impart any information to them on subjects with which they were far more familiar than he could possibly be, much less to make any formal address to a town meeting, in order to arouse them to a conviction of their true interests in regard to the Tyrone and Lock Haven Railroad.

He had come wholly unprepared for so public a reception, and would feel great embarrassment on the occasion, were it not that the critical position of our common interests required a frank and full interchange of opinion at this juncture, and an earnest co-operation for our mutual welfare.

Moreover, with the aid of his friends.—Richard and John Osborne, he was enabled to make an important proposition to the meeting; which if accepted, would unquestionably ensure the immediate construction of three fifths of the Tyrone and Lock Haven road—and place the completion of the entire line beyond any reasonable doubt.

Mr. Kimber stated that his acquaintance with the subject was of very recent date, having commenced about three months since, by the introduction of Dr. Underwood, the enterprising and indefatigable president of the road, to whose economical management and perseverance under evil and good report the stockholders owe the safety and steady progress of the work.

He had heard, through his friends in Philadelphia, interested in the Snow Shoe Company, of Dr. Underwood's ability, and had been urged by them to lend a helping hand to the road; but it was not till the president called personally and pointed out its claims upon our sympathy and co-operation, the importance of its cotemporaneous completion with the Suntury and Erie to Lock Haven, and the large tribute that it would bring to the Cattawissa and Elmira road, that he had felt it incumbent upon him, amid overwhelming care to attempt a vigorous effort on behalf of the enterprise.

Mr. Kimber proceeded to say that he had invited Richard and John Osborne to visit the location of the road, to report on its condition and prospects; and if they saw their way clear, to tender proposals for its immediate completion from Milesburg to Lock Haven. They had accordingly given a thorough investigation to the whole subject, and the result of their examination was now laid upon the table, in a clear and very encouraging report. This pamphlet contained most valuable information with regard to the resources of the district thro' which the road passed; and which we believe would be found prepared with more than professional accuracy and caution; and in fact its statements would fall below the mark.

He would not detain the meeting with a recital of these advantages, of the various calculations of speculative profit which the subject invited. They know all these already, they had gauged the iron ore veins, sounded by plummet the depth of their coal mines, and estimated the millions of feet on every square mile of their rich timber lands. They had built lateral roads, and saw mills and furnaces to work up and prepare for market their rich mineral and agricultural materials.

It needed therefore, no argument or demonstration to convince them of the importance of better, and cheaper, and more rapid means of transportations of the manufactured article to the most profitable market.

More especially was this unnecessary in view of the fact of the great progress that had been made by them in the construction of the Tyrone and Lock Haven road. It was evident that the citizens of the vicinity were, partially at least, convinced of the importance of gradually completing a railroad communication with the great lines North and South.

But there was one very important view of the case, to which he would like earnestly to call their attention, and that was the great question of TIME! It is a well known principle of mechanics that what is gained in time must be lost somewhere. And it was generally true in great constructions, that to work against time implied a greater expenditure of energy or means than would be required for more gradual operations.

It might be so in this instance; but it was possible that to press through the Lock Haven road with vigor and dispatch, so as to complete the connection the ensuing autumn, would prove on the whole, even the *most economical* financial step they could take.

Iron was unprecedentedly low, and wages and material were low. Let the war news fade away—or prove, as was likely, the harbinger of great prosperity to our agricultural, and hence for all our interests—and wages and food and iron, and material of all kinds would rebound to a far higher extent than would be needed to balance any discount on the present negotiations of your bonds.

But whether in the immediate calculation of profit and loss this were the case or not, it was certain to prove in the ultimate and comprehensive estimate of the results the soundest policy, and the truest economy to *finish the road at once*, at any reasonable cost.

Why, one of the reports of your excellent and faithful engineer, Mr. McMinn, to whom it is impossible to award too much praise for his skill and devotion to the interests of the Company, in the location and construction of the line—one of his early reports states the facts, which I believe to be an under estimate, that there are one hundred thousand million feet of lumber, at a moderate calculation, within an area of fifteen miles square, in Centre county—And that this lumber is worth in the stump only $1 50 per 1,000 feet, or $1,500,000: but that at the terminus of your road at Tyrone or Lock Haven, it is worth manufactured $12,000,000.

Now, this manufacture involves no expenditure *out of the county*—the cutting and sawing are all paid for within its limits; and therefore the whole difference between the present estimated value, and the realized returns for the finished commodity is clear gain, to the county, of $10,500,000. And so long as this result is delayed it is a consequent clear loss to the county.

What might not be accomplished with this ten million dollars in Centre county, if realized within the next twenty years!—How your coal mines would be developed! How iron furnaces and rolling mills would spring up all over the country! How busy flour mills, and saw mills, and plank roads, and railroads, would be in producing and manufacturing and transporting your agricultural and mineral wealth!

Why, even this old rickety canal, which now looks hardly worth the powder necessary to blow it up, might gather something of the overflowing treasure; and a lively imagination might picture steam navigation on its waters, and twenty-four self acting steam gates opening and shutting at the bidding of this spirit of enterprise.

But look at the subject farther: every year's delay in the average realization of this $10,000,000 is a loss of interest on this sum to the county. Let us estimate this at six per cent., and there is a dead loss, irrecoverably sunk every year of $600,000 to the district. And this is on timber alone, on fifteen miles square of land. Apply the same test to the timber along your whole road; more than that, apply it to the hundreds of millions of tons of coal and iron ore in your region, and the imagination is startled at the figures which are brought out.

Even the most economical and prudent of your stockholders and citizens would urge the work forward, and would say complete the arch—whatever it may cost for the Keystone matters little.

One remarkable advantage possessed by a region pierced by a railroad is this:—The distant markets for grain or produce, or coal or iron, or lumber are brought to your doors—and the full prices at the frontiers of the State are realized, less the simple cost of railroad transportation to the markets.

You have but to pick up a New York or Philadelphia paper and get the ruling values of grain, or lumber, or iron, or gas coal, and step to the railroad agent in your town for the rates to that place, and you have the clear net profit of the transaction in hand at once before your eyes. There can be no mistake. Sell the produce by telegraph, deliverable in three days at New York, and make your contract with the railroad, and draw on the shipment, and you are safe.—Goods may decline; delays over the contract may occur, possibly, but you are idemnified from loss, and can devote your time and your capital to fresh operations.

Mr. Kimber then proceeded to show, by an accurate outline map of the connecting roads, that both the grades and distances were in favor of the Lock Haven outlet for their coal and produce, as well as the passenger travel to and from the Eastern cities.

Taking the centre of the Tyrone and Lock Haven road as the average starting point—which Bellefonte represented quite nearly—and it would be found that to Harrisburg, the common intersection of the two routes, on the way to Baltimore, the Lock Haven route had the advantage of three miles of distance, and a great advantage in grades.—To Philadelphia the advantage, if passengers took the Northern Central from Williamsport. But to New York there was a saving from Bellefonte of 81 miles, besides the delays in transit in Philadelphia from one line to the other, even if connections were otherwise complete. So that the Tyrone and Clearfield road could actually transport their lumber to New York, over the whole line of the Tyrone and Lock Haven road, 51 miles, thus paying this region a large tribute, and thus be in New York by a shorter and cheaper route than any other line afforded them.

Still more important were all these considerations to the Snow Shoe Company, whose valuable improvements entered the Tyrone and Lock Haven road at about a central point—and hence who would reap the maximum advantage from comparative cheapness of the eastern route. And when to this was added the fact that the northern markets were also open to the Snow Shoe gas coal, and that Binghamton, Syracuse, Albany and other places now using Westmoreland coal at their gas works, would thus be supplied by our route with Snow Shoe coal, at prices of transportation which would defy competition. Surely this great interest would impel the stockholders to aid materially in the effort to complete the road, at least from Milesburg to Lock Haven, as soon after the oppening of the Sunbury and Erie road to that point as it was possible to accomplish it.

One word now with regard to the alternative line from Lock Haven to Williamsport. On riding up yesterday through the rich agricultural country above and below Jersey Shore, one could not but be astonished at the policy which had chosen to hug the barren bluffs on the other side of the river to a loss of the local trade which of itself would almost justify a road on the left bank. Still, there the railroad was, and though pledges to the amount of $206,000 had already been made to the stock subscription for that line, and though competent contractors had offered to take that subscription and finish the road on its mortgage bonds immediately after completing the road to Lock Haven, yet Mr. K. stated that he deprecated, as a railroad man, the construction of rival routes, and if the Sunbury and Erie would give the Cattawissa company the same rights to Lock Haven, as they now enjoyed perpetually to Williamsport, he could not be more instrumental in the construction of the alternative road. If, unfortunately, however, other counsels should prevail, he would pledge himself to aid in the immediate completion of the Tyrone and Lock Haven extension to Williamsport, on a basis of local subscriptions of $250,000 to the lower line. Mr. Kimber then introduced Richard Osborne, Esq., to the meeting, who submitted in full from the proposals for completing the road from Julian Furnace to Lock Haven the coming autumn, based on a subscription of $120,000 on the Tyrone and Lock Haven bonds at 75 cents, on notes of responsible parties running from three months to twenty-seven months from June 1st, 1859, which, with subscriptions already pledged, would enable them to absorb themselves the remainder of the bonds necessary to the completion of this section of the work.

Mr. Kimber stated that he had no personal interest, direct or indirect, in the contract or in the construction of the road in any way. But that he believed it very important to the interests in his charge that the Tyrone and Lock Haven road should be opened at once, and he felt sure that there would never be made a fairer or more liberal proposition than Richard and John Osborne had now made to complete that section at $6,200 a mile, with so large an amount payable in bonds.

The proposal, in fact, tendered a considerable subscription of foreign capital to this local interest, thus diminishing greatly the efforts requisite at home; and he earnestly hoped no sectional consideration would interfere with the cordial and earnest co-operation of all parties interested in this great work.

Mr. Osborne remarked that the Tyrone and Lock Haven Railroad, throughout its entire length, must ever look to its eastern connection as the natural outlet for all its productions, and for these reasons: 1st. Because distance was in its favor—Tyrone, its western extremity, being as short a distance to New York, via the Tyrone and Lock Haven Railroad, as by any other route; and goods from a middle point, say Bellefonte, being nearer to New York via Lock Haven by more than 80 miles than via Tyrone. 2d The cost of transporting a ton of goods from Tyrone city to Lock Haven being taken at 27 cents, it would require an outlay of about 48 cents to carry a like quantity from east to west against grades of 39½ feet, or, in other words, the total receipts on the road for a year, in place of being $112,000, as has been shown to give a return of seven per cent, would require to be about $210,000 to yield the same return, if the outlet for the grade of the Bald Eagle valley be forced through its western connections.

What same mind would send goods and passengers westward, in order to arrive at an eastern point, and who would prefer rolling his burden *up* hill, when by simply turning round it would of itself roll *down* and reach the same point?—why should the enterprising people who have, unaided, graded this road, not carry the goods and passengers of its local trade over their own roads and swell its receipts, rather than permit it to wander over other roads to add to their revenue? If therefore, distance, cost of transportation, dividends on your stock, and interest on your bonds, are questions involved, and which will be satisfactorily settled by the connections you have to show what I have before stated, that the traffic of your own road, from every point on it, gravitates to Lock Haven.

Like advantages are to be found in the route to Philadelphia, the difference in distances being, of course less. Lock Haven and Tyrone, by their respective routes, are about the same distance to Philadelphia and Bellefonte, in like manner, by either route, with this distance, that westward the grade against the trade—East it is in its favor.

Mr. Osborne stated that the whole subject had been carefully examined by request of the president of the Cattawissa, Williamsport, and Erie road; that from his expressed desire to have this road speedily finished, they had visited the country to examine its resources, condition of the road, &c., and he was happy to be able, at that meeting, to say that, so far as they were concerned, they had witnessed enough to convince them that it would be a safe investment for them, and that there was abundant proof of the road from its own resources being remunerative; that with such feelings, desirous of carrying out the wishes of Mr. Kimber, they were prepared to become large subscribers to the bonds, undertake to put the work through, and get the road in running order this fall, and if the present owners of the railroad would take among themselves a few shares of these securities, the city of Philadelphia will this autumn be brought within two hundred and fifty miles of Bellefonte, while at this moment she is more than one hundred miles from Lock Haven, and near four hundred from Philadelphia, estimating the time of traveling as per railroad.

The proposition for putting the track on that portion of the road between Lock Haven and Julian furnace, was discussed by Hon. James T. Hale, E. Blanchard, T. A. Mackey, Dr. Underwood, and others.

Col. Joseph Paxton was now introduced to the meeting:

Col. Paxton said that a certain prosperity awaited the Tyrone and Lock Haven road from the day of its opening. In the course of his long, but pleasant day's ride from Lock Haven to this place, he had been greatly struck with the progress this wild valley had made since his last visit, some twenty-five years ago.

The cultivation of a large portion of the district passed through was equal to that of the oldest settled and most improved counties of the State; and the iron furnaces and saw-mills everywhere in operation or awaiting the opening of the road to commence operations, insured the very first year an adequate return for the bondholders, and after that year would unquestionably remunerate the stockholders, for their investment. He desired to assure every capitalist present, that at seventy-five per cent, the price proposed to offer the bonds at to subscribers and in view of the ample time given for their payment in cash, every subscriber would, in his judgment, make money by the operation, in addition to the great aid he would render to the road and to his other interests.

He felt sure every party present, or who should hear of the proposition, who had money to invest, would conclude with him that these bonds at seventy-five per cent. were a safe sure reliable investment.

They had all the security of a mortgage on real estate, with a vital income, coming in every year, to pay the interest and diminish gradually the bonded debt.

Col. Paxton added that his experience of railroads, since their first introduction into this country, some twenty-five years ago, had been very considerable, and he felt glad to assure the gentlemen interested that he had never seen a cheaper, a straighter, or a better planned road than the Tyrone and Lock Haven road. He had himself paid out in cash, for the construction of a single mile on the Cattwissa road, more than the average cost of six miles of this road when completed. And yet the Cattawissa was now earning and paying the interest on the bonds, and in a year or two would pay a dividend on her stock. He felt sure, therefore, that this road, on the small construction cost of $15,000 per mile, would immediately and amply pay the interest on the whole stock and bonds and he earnestly recommended the subscription to these bonds, as a very desirable investment for families or estates, as well as for the purpose of completing the road as proposed at this time.

On motion of Dr. Wm. Underwood, it was.

Resolved, That, in the opinion of this meeting, the proposition submitted by Tos. Kimber, Jr., and the Messrs. Osborne, is liberal, and if responded to by the people of Centre county, will insure the completion of the road.

Resolved, That James T. Hale, W. A. Thomas, M. T. Milliken, P. B. Wilson, W. F. Reynolds, John Irwin, J. I. Thompson, T. Wilson, Wm. Fearon, Jr., Jacob Graffius, John Jones, Jno. Chatham, Doctor J. M. Mc Coy, are hereby appointed to take immediate means to sell bonds of the company, and in all other respects carry out the arrangements proposed to complete the road, and that they are earnestly requested to fulfil the purpose of this appointment within ten days.

Resolved, That we are deeply obliged to Thos. Kimber, Jr., and the Messrs. Osborne and Colonel Paxton, for their visit to Centre county at this time and their generous intentions.

Where is Montebello?

Very few maps contain the place upon which renown has fallen for a second time, in conjunction with contests between the armies of France and Austria. Montebello is a very manificent village, and so near to Casteggio that its name is rarely found in ordinary geographical charts. Casteggio is about thirty miles east of Allessandria, and fifteen west of the Po, while Montebello is but a few minutes' walk southwest of Casteggio.

Casteggio and vicinity has been a celebrated battle ground for more than 2,000 years. It is the ancient *Clastidum* and it was here that Claudius Marcellus won the richest spoils by vanishing and slaying Viridomarus, King of the *Gesatæ*. In the Punic wars it was an important military position. It was beseiged by Hannibal, and might have defied his power, but historians tell us that 200 large pieces of gold, paid to the commander, Publius, "purchased the fortress," (a very polite phrase for expressing bribery.) The stores and provisions found therein were of the greatest utility to the Carehaginians. A spring not far from Casteggio is still called *Fontona d' Annibale*.

It was near Casteggio, on the 9th of June, 1800, that the great conflict between the French and Austrians took place, which is known as the *battle of Montebello*, for it was in the latter little village that the arms of Napoleon I. finally routed the *corps de reserve* of the enemy. The Austrians defended themselves with the greatest valor in Casteggio, and the hills near the town were taken and retaken several times by the contending parties; but the fortune of the day was decided by Victor, who broke the centre of the Austrians, so that when Napoleon came up to the assistance of the French vanguard the victory had already been gained.

The second French victory at Montebello, it appears from the meagre accounts which have been received, was obtained by two or three thousand less troops on their side, over three thousand less on the part of the Austrians. The contending parties in June, 1800, were 9,000 French soldiers to 18,000 Austrians; on the 21st of May, 1859, the combatants were, respectively, at the highest figure which has come to us, 7,000 Frenchmen and 15,000 Austrians. The recent action, however, has not the decisive character of that in 1800. It seems to have been more the onset of two large bodies of scouts than the terrible conflict of two large armies—Still the prestige given to the arms of the allies in this engagement is most encouraging to them and to all who sympathise with Sardinia.—*N. Y. Journal of Commerce.*

A SOMNAMBULIST ON THE CARS.—The Adrian (Mich.) Watchtower furnishes a singular narrative of the adventures of a somnambulist on the cars of the Michigan Southern railroad. A gentleman an his wife took passage at Chicago in a night express train for the East, and retired in the berths of a sleeping car. At the Laporte station the gentleman arose in a somnambulic state, walked out of the car on to the platform of the passenger house and was left there by the train. He continued in this state until he was spoken to by some of the men belonging to the station, when he awoke and at once realized his condition. The cars had been gone some time, and were a long way this side. The man was in deep tribulation, and informed the men of his troubles. His wife was on the train, and worst of all, he had laid his pocket book, containing $11,000, in the berth, of which his wife had no knowledge. A locomotive was at the depot with steam up, and he asked the engineer to name the price to overtake the train. The superintendent of the western division, being at Laporte, was consulted, and it was agreed to attempt to overtake the train for $250, to which was added $20 for the engineer and $10 for the fireman. They succeeded in overtaking the express at Jonesville, one hundred and seven miles from Laporte. The last 28½ miles were run in 30 minuters.

A country lad says that his uncle Ben made a scarecrow so very frightful, that one of the black feathered thieves actually went and brought back all the corn he had stolen during several days.

Mrs. Partington says the only way to prevent steamboats explosions, is to make the engineers bile their wather on shore. In her opinion all the bustin' is done by cooking the steam on board.

A man passes for a sage if he seeks for wisdom; if he thinks he has found it he is a fool.

Let not thy left hand know what thy right hand doeth.

Old men go to death. Death comes to young men.

THE LATEST PARODY.

THE PRINTER'S CONSOLATION.

Tell me, ye winged winds,
That round my pathway play,
Is there a place on earth
Where Printers get their pay?
The whispering breeze went by
With accent filled with woe,
A voice borne on the sorrowing air,
In sadness answered "No"

Tell me, ye flowing streams,
That smoothly glide along,
Is there one cherished place,
Where Printers meet no wrong?
The gentle brook replied,
In murmurs soft and low,
And winding on its verdant way,
It weekly answered "No."

Tell me, ye murky clouds,
Now rising in the west,
Is there upon the globe
One spot by printers blest?
The flashing cloud outspoke
With an indignant glow,
A voice that filled the earth with a wo
In thunder answered "No."

Tell me, hard-hearted man,
Withholding day by day,
Is there no honor in thy breast,
The Printer's bill to pay?
Unanswering turns he round,
And plain his actions show,
An uttered oath can't sound is heard,
His actions answer "No."

Tell me, thou gentle nymph,
Who blessed life's hours through,
Is there one sacred shrine
Where Printers get their due?
A mantling blush her cheek diffused,
Did tenfold grace impart,
A soft, responsive sigh replied,
"'Tis found in woman's heart."

Tell me, angelic hosts,
Ye messengers of love,
Shall suffering Printers here below
Have no redress above?
The angel bands replied,
"To us is knowledge given,
Delinquents on the Printer's books,
Can never enter Heaven."

Remarkable Race by Railroad.

One day last week, as the eastern bound express train reached Laporte, Ind., a passenger stepped off while the engine was being replenished with wood and water, and walked back and forth on the platform, and continued to walk until the whistle sounded. The other passengers got on board and the train passed off, but the gentlemen still walked on. A few minutes after the train had gone, a station man saw the pedestrian, and going up to him, asked in a surprized tone—

'What the——are you doing here?

The man started, opened his eyes, and looked around bewildered. The fact was, he had been fatigued, and dorpped asleep while walking. Rousing himself, he asked:

'Why! where am I?'

'Where are you? At Laporte.'

'Where is the train I came in?'

'That left ten menutes ago.'

'Ten minutes ago and left me! I *must* go on that train. It is a question of life and death to me. Can you get me to it? Have you got an engine here? Where is the superintendent?'

The section master had an officer near by, and they went to find the official and procure an engine. The traveller stated his case—he must go on—could not delay, and offered the officer $250 if he would put him on board the train This strange demand and strange offer caused the station master to hasten and do what he could. The fire was not out of the engine that had drawn the train to that point—the bargain was settled—a draft given on New York for $250, and in ten minutes the traveller started with an engine to overtake the flying express.

After rushing on for thirty or forty miles, some connection gave away about the engine. The engine was stopped—the engineer found the difficulty, and in a very few minutes had a wooden pin whittled out and fitted to supply the deficiency. With this, on they flew. The train had, of course, many miles the start of them, and despite the wooden pin, the engineer crowded on steam, and tore through the country at a fearful rate. Thirty miles of the distance passed was run in twenty seven minutes, but the engagement was that they should overtake the train, and overtake it they did, but not until more than one hundred miles had been run, and they were approaching Toledo.

Having at length overtaken and stopped the train and hurried on board, the traveller went eagerly to a birth in the sleeping car, and took therefrom a carpet bag containing $275,000. His treasure was safe—none had molested it, and dismissing his faithful courier, he went on his way rejoicing at the success of his perilous and exciting adventure.

The following good story of a negro's first meeting with a bear is told by Col.——who had spent the most of his fortune and life in the woods of Florida. The Colo'l had a black fellow, a good natured, happy creature, who, one morning, was strolling through the woods, whistling and roaring as he went, when he spied an individual as black as himself, with much more wool—Dick looked at his new friend, and the bear (on his rump) at him. Dick's eyes began to stick out a feet. "Who's dat?" said Dick, shaking all over. Bruin began to approach. Dick pulled heels for the first tree, and the bear after him. Dick was upon the cypress, and the bear after him—Dick moved out on a limb, the bear followed—till it began to bend "Now, see here Mister, if you come any farder dis limb broke. Dere! dere! I told you so!" As Dick had said, the limb broke, and down came bear and nigger. "Dere, you black debil, I told you so; dis all your fault; yer broke yer neck, and I'll just take yer to Massa Collonel."