

The Centre Reporter.



Frederick Kurtz, Editor.

Centre Hall, Centre Co., Pa., May 21st, 1869.

Vol. 2.—No. 6.

BUGGIES! BUGGIES!

J. D. MURPHY, Manufacturer of all kinds of Buggies, would respectfully inform the citizens of Centre county, that he has on hand
NEW BUGGIES,
with and without top, and which will be sold at reduced prices for cash, and a reasonable credit.
Two Horse Wagons, Spring Wagons, &c., made to order, and warranted to give satisfaction in every respect.
All kinds of repairing done in short notice. Call and see his stock of Buggies before purchasing elsewhere.
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Surgeon & Mechanical Dentist, who is permanently located in Aronsburg, in the office formerly occupied by Dr. Neff, and who has been practicing with entire success—having the experience of a number of years in the profession, he would cordially invite all who have as yet not given him a call, to do so, and test the truthfulness of this assertion.
Extracted without pain. J. D. MURPHY, Cashier.
HENRY BROOKHOFF, President.

CENTRE COUNTY BANKING CO.

(LATE MILLIKEN ROVER & CO.)
RECEIVE DEPOSITS,
And Allow Interest,
Discount Notes, Buy and Sell
Government Securities, Gold and Coin.
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Attorneys at Law, Bellefonte, Pa.
W. H. LARIMER, ATTORNEY AT LAW, Bellefonte, Pa.
D. F. SMITH, Office, Centre Hall, Pa.
JAS. MAMMANUS, Attorney-at-law, Bellefonte, promptly pays attention to all business entrusted to him.
P. D. NEFF, M. D., Physician and Surgeon, Centre Hall, Pa.
Office in the building formerly occupied by Dr. Neff, has the experience of 24 years in the active practice of the profession.
H. N. MALLISTER, Attorney at Law, Bellefonte, Pa.
MILLERS HOTEL,
No. 100 West Centre street, Pa.
Stays single and double. This hotel has been refitted and furnished in its new proprietor, and is now in every respect a first class hotel. The traveling community and drivers will always find the best accommodations. Drivers can at all times be accommodated with stables and passage for any number of cattle or horses.
GEO. MILLER, Proprietor.
CONJUGAL LOVE,
AND THE HAPPINESS OF THEIR MARRIAGE.
Essay for the Young Men, on the Causes, Signs and Diseases which destroy the Manly Powers, and create Impediments to Marriage, with sure means of relief. Sent in sealed letter, envelopes free of charge. Address, Dr. J. S. BERRY, Proprietor, Howard and Association, Philadelphia, Pa.
June 5, 1867.

BROCK'S HOTEL, 312 & 314 Race Street,

Philadelphia.
Its central location makes it desirable for all visiting the city on business or for pleasure.
A. B. BROCK, Proprietor.
Formerly of the States Union Hotel, ap1968.11.

GREAT REDUCTION IN PRICES,

AT THE
The Bellefonte Boot & Shoe Store.
E. GRAHAM & SON,
ONE DOOR NORTH OF IRWIN & WILSON'S HARD-WARE STORE.
Manufacturers and Dealers in GENTS' GAITHER BOOTS, warranted, now selling at 25 per pair.
HALLS' KIP BOOTS, warranted, at \$5 per pair at Graham & Son's.
Boot & Shoe Store,
One door North of Irwin and Wilson's Hardware Store.
A large assortment of Gum Cloth Artic Over-Shoes, For the Season.
The LADIES DEPARTMENT Consists of the best of Custom Make.
From the most fashionable workshop in Philadelphia, and warrant every pair in Beautiful Button Boots, leather-lasting only \$4 per pair. We have the largest assortment of
LADIES & CHILDREN'S Shoes in Bellefonte.
Remember the place, one door North of Irwin & Wilson's Hardware Store, Bellefonte, Aug. 28, 1868.
WM. H. BLAIR, H. Y. STITZER, BLAIR & STITZER, ATTORNEYS AT LAW, Bellefonte, Pa.
Office—On the Diamond, next door to Garman's Hotel. Consultations in German or English.
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CENTRE HALL Manufacturing Co

AND
Machine Works,
CENTRE HALL CENTRE CO., PA.

Having enlarged our New FOUNDRY and MACHINE SHOPS and AGRICULTURAL WORKS, stocked with all new and latest improved Machinery at Centre Hall, announce to the public that they are now ready to receive orders for anything in their line of business.

Shaftings, Pullies, Hangers, IRON & BRASS CASTINGS

Every description made and fitted up for MILLERS, FORGES, FURNACES, TANNERIES, &c., &c.

KEYSTONE HARVESTER,

which now stands unrivalled.
This Reaper has advantages over all other Reapers now manufactured. One advantage we claim for it, is its lever power, by which we gain one hundred per cent over other machines. Another advantage is the raising and lowering apparatus, whereby the driver has under his complete control of the machine, in coming to a stop, or to get grain, the driver can change the cut of the machine in an instant, without stopping the team, varying the stubble from 1 to 13 inches at the outside of the machine, as well as on the inside. It is constructed of first class material, and built by first class mechanics. We warrant it second to none.
All kinds of Horsepowers and Threshing Machines, Hay and Grain Rakes, latest improved. All kinds of Reaping done. Dr. Ferant kinds of
PLOWS AND PLOWCASTING.
The Celebrated Hoesonson Economic plow which has given entire satisfaction. We employ the best Patternmakers, and receive all the new and the most improved plans. Plans, Specifications and Drawings furnished for all work done by us.
We hope to receive a share of public patronage.
TINWARE!
The Company announce to the citizens of Centre county, that they are now prepared to furnish upon short notice, and as low as elsewhere, every article in the line of TIN AND SHEETIRON WARE
Stove-Pipe and Spouting.
All kinds of spouting done. They have always on hand
BUCKETS, CUPS, DIPPERS, DISHES, &c.
All orders by mail promptly attended to.
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TERMS.—The CENTRE HALL REPORTER is published weekly, at \$1.50 per year in advance, and \$2.00 when not paid in advance. Reporter, 1 month 15 cents. Advertisements are inserted at \$1.50 per square (10 lines) for 3 weeks. Advertisements for a year, half year, or three months at a less rate. All job-work, Cash, and neatly and expeditiously executed, at reasonable charges.

CENTRE HALL REPORTER.

CENTRE HALL, PA., May, 21st 1869.

The Union Pacific Railroad Finished.

The last rail in the connecting link of our transcontinental highway has been laid. To-day the Central and the Union Pacific form by Government direction "one continuous road," from Omaha to Sacramento. With marvelous and magic-like rapidity have the two powerful companies brought section after section of their roads to completion, until to-day they reach the goal for which both have so vigorously contended.
Within the brief period of three years and a fraction the Union Pacific Railroad Company have crossed the prairies of Nebraska, scaled the Rocky Mountains, pushed over the great mountain plateau, passed the rugged range of the Wasatch, pierced and tunneled the cliffs they could not climb, wormed their way through and across the most terrific canyons, passed northward of the Great Salt Lake, until they have met the Central Pacific at their coming, nearly eleven hundred miles west of their initial point at Omaha.
Such achievements in so short a time may justly excite the wonder and admiration of the world. But the

building of so long a stretch of the railroad through a country abounding in the most formidable obstacles is not the only point that challenges attention

The Company's field of operation was an isolated desert. Rich it may be in alluvial soil, rich in the elements of mineral wealth which Nature had locked up in her "mountain chests," it is for the purposes of such a work practically a desert. It was totally devoid of settlement, and destitute of all requisites for supporting population. But more than this, the Company's army of road-builders was always operating at an average distance of two thousand miles from their base of supplies. All the requisite materials for the work, save timber, were procured in the Atlantic States, transported by any and every available means to Omaha, and thence over the road as it progresses to the point of employment. A hundred and ten thousand tons of iron rails, a million fish plates, two million bolts, and fifteen million spikes, are among the items thus brought from the East and consumed upon the road. The great engines that move the Company's works at Omaha, together with the varied and vast amounts of machinery, implements and tools used in stocking and fitting up their manufactories, were also brought from the East, and wagoned over the country a hundred and fifty miles to Omaha.

Some three and a half million crosses, and timber in unnumbered millions of feet, have been consumed in the construction of the road, its culverts and bridges. Much of this material was found at Chicago, and its transportation there was comparatively inexpensive, after railroad communication with that city was established. All the materials, except brick, required for building Foundations, Machine Shops, Construction Shops of all grades, Station-Houses, Round-Houses, Store-Houses, Telegraph line and Offices, Water Stations, Supply Stations as the thousand minor things that enter into the outfit of so great a work, being likewise obtained at a distance, add largely to the cumulative account of transportation. Subsistence and Stores for an army of five to twenty thousand skilled and unskilled workmen, and forage for six to eight thousand teams of mules and horses, are items quite too large to be left out of account.

A large amount of the rolling stock on the road, including locomotives, was at first, and is yet procured at the East, because the Company's works have not the capacity to build as fast as it is required.
The enormous outlay required to move forward such a mighty accumulation of matter, and to get it into position on time, besides the difficulty of its accomplishment, the disadvantage the Company would be at in comparing the cost of their road mile for mile, with the principal railroads of the East. Everybody knows that it costs twice as much now to build a house or other structure, as it did ten years ago. Labor, lumber, and other materials, are double the price they then were. As a corollary of this proposition, it costs twice as much now as it did then to build a railroad.

Now the cost of building the following great Eastern Roads is historical and probably indisputable, viz: the New York Central, the Erie, Pittsburgh & Fort Wayne, Pennsylvania Central, and the Baltimore & Ohio. It averaged \$63,000 per mile ten years ago. To-day the average would be \$132,000 per mile.
But they are partially double track roads. Deduct 33 1/3 per cent for second track, and is left \$88,000 as their equitable average cost per mile for their entire length. Add to this sum a moderate allowance, say 20 per cent, for extra transportation and loss to the Union Pacific Railroad, including its rolling stock and all appurtenances whatever, is thus demonstrated to be \$105,600 per mile; and of the whole line, eleven hundred miles, \$116,160,000.

Now, what are the Company's Resources? They consist of Capital Stock, Bonds loaned by the government, Lands granted by the Government, which are now represented by "Land Grant Bonds," and the Company's First Mortgage Bonds.
What are these Assets worth? It is assumed the following figures are nearly correct:

Capital Stock,.....	\$24,500,000
Government Loan.....	29,150,000
First Mortgage Bonds.....	26,245,000
Land Grant Bonds (contingent location and sale of lands),.....	10,000,000
Total.....	\$89,895,000

This amount, which is a saving upon the foregoing estimate of \$16,265,000, is stated by the Company to be sufficient to bring the road up to the highest standard of completion, and to build the Denver branch.
These estimates are made for the benefit of the people, who desire a correct view of this much-mixed-up case, and in the interest of the First Mortgage Bondholders, who have been frightened and damaged by the attacks made upon the Company, and the mendacious statements that have accompanied them.
Comparing the Mortgage Bonds of the Union Pacific with those of the Central Pacific, it will be seen that as the amount of Government Bonds received by the former Company was some \$19,000 less per mile, so their First Mortgage Bonds were issued in a like smaller amount,—\$10,000 less on each and every mile of road. This difference of \$2,000 per mile against the Central makes the annual interest liabilities considerably in favor of the Union Pacific Company. But as the Bonds of both Companies are alike 6 per cent gold bearing bonds, (principals and interest, both payable in gold), alike in each having thirty years to run before maturity; alike in being first liens upon the property of the respective Companies, and alike in the protection which is thrown around them by the Government,—as both Roads are sure to be remunerative and reasonably profitable, and both Companies will be able to meet at any time their maturing obligations;—if there be any difference in their values for investment, the facts point to the Union Pacific's as being the better bond. But candid men may find in the foregoing exhibit the data upon which to form an intelligent opinion for themselves, while despising the flagitious and far-reaching plot to damage the Company in all its relations, they rejoice over the completion of this, the greatest, the crowning work of American Enterprise.

For the Reporter.
Letter from the Loop.
In my last I promised to give you a description of Churchville and other prominent places in the Loop.
Churchville is the largest town, with one store, smith shop, wagon shop and one church.
Sirhan, of the store, had bargained with certain parties for the disposal of his stock, intending to retire to private life, away from the busy scenes of a merchant's calling, but said parties failed to appear at the appointed time, by which they literally acknowledged the emptiness of their purses or an intent to disappoint in order to monopolize trade. We believe, however, that one of the parties has made a satisfactory explanation. They were, however, not citizens of the Loop, for when a Looper makes a contract he generally complies with the condition of the same, and rather than sacrifice his honor he will pledge his property. I understand that Mr. Strohm intends going to the city in a few days which will be good news for his customers. We bespeak for him a liberal share of the public patronage and hope he may be able to please all who give him a call. Smith, of the smith shop, Smith by name and Smith by profession, is one of those whole-souled congenial spirits which you don't often find in a day's travel unless it be Wagner, the smith of our own village.
They are both types of the model man and are prominent auxiliaries to any who apply for assistance. Meyer, of the wagon shop, is an industrious man and can always be found in his shop with his hat off and sleeves rolled up to the elbows, ready to wait upon you. His shop is always in order and his work gives satisfaction everywhere. The Col. has dispensed with tobacco and Shirk ditto. They look hale and hearty and pronounce it an obnoxious weed of which the Devil sowed the seed, but they forget that the Devil's time for sowing seed expired before Bacchus lived. But, notwithstanding this, the following may be very appropriately added:

But then my friend, just think. There's nought that doth exceed, The filth that from the chowher's mouth proceeds;

Two ounces chewed a day 'tis said, Produce a full half pint of juice, Which if continued five and twenty years, As from a calculation it appears, With this foul stuff would near five hogsheads fill.
Besides old quids a larger parcel still, Nor am I with this calculation done. He in this time has chewed half a ton, Of that which would sicken a hog, Or even kill a dog.
Meiss keeps the best horses around that town and takes pride in keeping his horses in such a condition that no one may use them for hat-hooks. Rev. Miller entertained the people of the town and vicinity, on last Sabbath with an interesting discourse from the text "Hearken unto me, ye that follow after righteousness, ye that seek the Lord; look unto the rock whence ye are hewn, and unto the hole of the pit whence ye are digged." Rev. King, although having preached but one sermon here, promises fair to be a King in spiritual power as well as in name. May the good people of the Loop implore the blessing of Heaven upon his labors here. We must not forget the Churchville school under the jurisdiction of Miss Thompson, who, for the faithful manner in which she discharges her duty, merits the just approbation of her patrons and pupils. Rev. Kerr, although aged, still performs the ecclesiastical duties resting upon him, and during the week he performs nearly all the labor required upon his farm, manifesting by his actions that he is not afraid to work which makes him a type of the true sentinel upon the watch-tower of Zion. Rev. Groh has preached here a number of years and is esteemed by all who know him as an honorable, upright and intelligent man.
I promised in my last to tell you of Tom's Hole, Ne-nix and Chicken's Paradise. Tom's Hole is a breach in the mountains and is nothing more than a weather-gauge, traditionary among the old settlers. Ne-nix is a small town in which the toads, like Brigham Young, hold free love meetings by moonlight. Daniel has left that town and there is not much stir there, especially at night. I was going to say something about Chicken's Paradise, but when I reflect, I find that I have said something about all our towns and have one name left and no town left to which to apply it. Since my last letter to you, Wagner caught fourteen eels in one net and Heimbach caught one hundred suckers and catfish at one haul. These men have a caud for their fish, by which they are kept alive, and if you come over, Mr. Editor, and bring your Devil along, we will give you a mess of eels "unamunsh." In my next I will tell you of Bill's dream and of the "Ewig Yeager," or "Everlasting Hunter," who, it is said, with many dogs and a wonderful noise inhabits the air around the Bear Meadows. My respects to O. P. Morion, of Lena, Ill., and hope he will give us an account of that "Bear hunt" which he promised long ago. Yours,
TUSSEY MOUNTAIN BOY.

An Extraordinary Combat.

Fight Between a Crocodile and a Boa Constrictor.
A correspondent thus describes a fight which he witnessed between a boa constrictor and a crocodile in Java:
It was one morning that I stood beside a small lake fed by one of the rills from the mountains. The waters were clear as crystal, and everything could be seen at the very bottom. Stretching forth its limbs close over this pond was a gigantic oak tree, and in its thick, shining, evergreen leaves lay a huge boa, in an easy coil taking his morning nap. Above him was a powerful ape of the baboon species, a leering race of scamps, always bent on mischief. Now the ape, from his position, saw a crocodile in the water, rising to the top, exactly beneath the coil of the serpent. Quick as thought, he jumped plump upon the snake, which fell with a splash into the jaws of the crocodile. The ape saved himself by clinging to a limb of the tree, but a battle royal immediately commenced in the water.
The serpent, grasped in the middle by the crocodile, made the waters boil by his furious contortions. Winding his folds round and round the body of his antagonist, he disabled his two hinder legs, and by his contractions made the scales of the monster crack. The water was speedily tinged with the blood of both combatants, yet neither was disposed to yield. They rolled over and over, neither being able to gain a decided advantage. All this time the cause of the mischief was in a state of the highest ecstasy. He leaped up and down the branches of the tree, uttering a yell, and again frisked about.—At the end of ten minutes a silence began to come over the scene. The folds of the serpent began to be relaxed, and though they were trembling along the back, the head hung listless in the water. The crocodile was also still, and though only the spines of his back were visible, it was evident that he too was dead. The monkey now perched himself on the lower limbs of the tree, close to the dead bodies, and amused himself for ten minutes in making all sorts of faces at them. This seemed to be a dull insult to injury. One of my companions was standing at a short distance, and taking a stone from the edge of the lake, I urled it at the ape. He was totally unprepared, and as it struck him on the side of the head he was instantly toppled over and fell upon the crocodile. A few bounds however, brought him ashore, and taking to the tree, he speedily disappeared among the thick branches.

Velocipede Against Horse.

Boston, May 11.—About fifteen hundred persons were in attendance at Riverside Park this afternoon to witness the contest between Walter Brown, oarsman, on the velocipede, and the horse John Stewart.—Brown to go five miles and the horse in harness ten. The race was won by Brown, who completed his five miles in 26:20, the horse doing nine miles in 26:35. Brown's best mile was done in 4:29; Stewart's in 2:47. After the first mile Brown made the others in 5:32, 5:44, 5:29; and 5:16.

A Dull Prospect for the Peach Crop.

A letter from Seaford, Del., dated on the 21st instant, says: "A very heavy frost has killed all the budded fruit, apples excepted. The weather yesterday and to day has been disagreeably cold and rainy. Indeed, the whole spring has been cold."
The officers of the companies that control the road have a temporary understanding that the fare from New York to San Francisco should be for second-class passage seventy-five dollars, and for first-class one hundred and seventy-five dollars.
The Covington (Ind.) Free Press tells of a man in that place, who is a candidate for Postmaster, going into the church yard to copy name from the tomb stones to go on his petition.
A lady in Putnam, N. Y., has died of having too many teeth extracted at once.
Why is a bob-tailed horse like a one chapter story? Because its tail is not continued.
Subscribe for the Reporter.

An Alabama paper takes pay in dogs.

Moving a printing office is a type of trouble.
Nevada has a singing hen. She sings her own "lays."
A population of 50,000 has been discovered in Alaska.
There are 35,000 Mormons and 8,000 Gentiles at Salt Lake.
The New York Express prints a "house hunters' directory."
"A wild goose chase," according to London Fun, is "quill driving."
Items about land-buyers from the North fill all the Southern papers.
The largest income in Louisiana is \$140,225. Patent medicine does it.
Zinc ore has been discovered four miles from Millroy, in Midfin county.
A Chicago printer objects to female compositors because he can't swear at them.
A Frenchman wants to hire the banks of the Suez canal for advertising purposes.
Portraits of Secretary Fish's children are said to be merdies—little fishes done in oil.
Editors are advised to avoid Canada. A "mania" for postmolling them prevails.
Paper coffins have been added to the new and useful articles made of paper in Europe.
A Southern circus announces "Admission fifty cents; children and white folks half price."
A New York paper describes a songstress as having "blonde hair with a greenish tinge."
"Paragrams" is the heading given by a Pennsylvania paper to its collection of small talk.
The Vicksburg Herald has a "Grecian Bond Burest" for paragraphs relative to the fair sex.
A Rocky Mountain paper serves up short paragraphs under the savory title of "Noodle Soup."
The shutter of a New York store bears this unique play card: "Closed on account of the sheriff."
Canada sells large quantities of wood for exportation to the United States, where it is made into paper.
The Boston Post thinks our "Eastern Question" is the "preponderance of New England in the Cabinet."
A Florida paper apologizes for shortcomings with the frank explanation, "The publisher is off on a bun."
Kentucky newspaper announces that it is the "organ of the people and of the Bourbon Whisky Trade."
A cotemporary notices the decline throughout the world of what it calls the "Chores or dancing mania."
The Newburgh (N. Y.) Journal gives a long account of a street fight there, under the title of "Sunday amusements."
A newspaper correspondent has just brought suit for \$30,000 worth of false imprisonment against General Butler.
A Southern paper says that "Blind Tom" was a white boy and grew black in the face, owing to his musical exertions.
They mix things in Cincinnati. One of the local papers has what it calls a "tale of war, eggs, love and jealousy."

It is proposed to gather up the dilapidated hoop skirts in our alleys and establish a new telegraph line in opposition to those now in operation.

The wire in crinoline is said to attract the electric fluid to such an extent as to dispense with batteries and the aurora borealis. It is also maintained that its former close proximity to females will ensure more than ordinary rapidity in the transmission of news. The movement deserves success.
London, May 13.—The Times to-day has an editorial article on the rejected Alabama treaty, wherein it is asserted that the government of Great Britain, in submitting to an arbitration on the question, conceded everything that was generally demanded or expected by the American people and everything that it was possible to concede.
Springfield, Mass., May 13.—A dispatch from Sacramento, Cal., announces the arrival of a train of Springfield cars, which were the first to cross the continent.