CENTRE HALL REPORTER.

Centre Hall, Pa., June 30, '71

TERMS.—The CENTRE HALL REPORTER is published weekly at $2 per year in advance, or $2,50 when not paid in advance. Halfyearly and quarterly subscriptions at the same rate. Single copies five cents.

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Communications recommending persons for office, 5 cents per line. Communications of a private nature and obituary notices exceeding five lines, five cents per line. Business notices in local column 10 cents per line, for one insertion.

Notices of deaths and marriages inserted free of charge. Our friends, in all parts of the county will oblige by sending us local items of interest from their respective localities.

The figures set to the address upon each subscriber's paper indicate that the subscription is paid up to such date, and answer the same as a receipt. Persons remitting by mail, or otherwise, will understand from a change in these dates that the money has been received

DEMOCRATIC STATE TICKET

FOR AUDITOR GENERAL,

Gen. WM. M'CANDLESS,

OF PHILADELPHIA.

FOR SURVEYOR GENERAL,

Capt. JAMES H. COOPER,

OF LAWRENCE COUNTY

The rads are scolding Jeff Davis because in a recent speech he said he accepts nothing. These rads thereby show their consistancy, for they stick to Grant because he has been accepting everything from a corner lot to a dog pup.

Captain Harvey Cooper.

The history of the services of Cooper's battery is linked with some of the most brilliant and bloody actions of the war. Its thunder was heard in the thickest of the battle at Malvern Hill, Gainesville, Second Bull Run, Chantilly, Anteitam, Fredericsburg, Gettysburg, Wilderness, Petersburg, and many other engagements. The brave and distinguished captain of that battery is the democratic candidate for Surveyor General. He was frequently mentioned in general orders by Generals Reynolds and Mead. The people of Pennsylvania will not fail to honor this gallant hero in October by triumphantly electing him.

And now Greeley is devoted to the wrath of the infernal gods. The New York Times publishes, in italics, the following extract from his Vicksburg speech:

"I greet you here," said Mr. Greeley, "as citizens who will in time feel honor in the glory of Stonewall Jackson as well as those who were in the opposing armies, [cheers;] who will glory of R. E. Lee, as well as those who fought against him. He felt that the clouds that now hover over the country would soon be swept away, and vanish in the grand, growing and rising republic which will one day embrace all the countries and all the people of this North American Continent."

Considering the fact that Mr. Greeley and the Tribune have always defamed men for being Southerners by the accident of birth, as well as ostracising all and sundry, who believed in a national government—instead of a sectional one—the Times is correct when it holds him up as a very great fraud. Now that the Radical leaders begin to find one another out, there is some hope for the country.—Pittsburg Post.

Grant's Unpopularity.

At the banquet given in New York to the British members of the High Commission the health of the President of the United States was among the first of the regular toasts. It was drunk in absolute silence, and even the band which was present was not called upon to compliment the President with the usual national air. Immediately afterwards the health of Queen Victoria was proposed and was received with the most enthusiastic cheers. An American assemblage is not apt to feel any special enthusiasm for the English Queen. In this case, however, the enthusiasm which refused to respond to the name of General Grant found expression at the mention of Queen Victoria, not so much as a tribute of admiration to her but as a testimony to the unpopularity of the President.

More recently, at the celebration of the unveiling of the statue of Professor Morse, a prominent citizen undertook to read a letter from General Grant, remarking that he would read a "letter from the President at Long Branch." The audience received the mention of the new capital of the nation with a unanimous roar of laughter. Nothing could more clearly show the contempt into which the President has fallen than the fact that a company of gentleman, among whom were many members of the Radical party, could openly laugh at the President's absence from the post of duty. The cheers which on this occasion were given for "Greeley and the one-term principle" were intended more to rebuke the President than to compliment his rival.

And when, upon the return of Mr. Greeley, his friends gave him a brilliant public reception the name of the President was mentioned but once, and then, although it was mentioned by Mr. Greeley himself, it was received in perfect silence. The audience were almost to a man ardent Radicals, but not one of them ventured to propose a cheer for the President of their former choice. Indeed it is among the Radicals themselves that the President is treated with the most open disrespect; for among Democrats a traditional respect for the Presidential office renders them less disposed to unnecessary comment upon its occupants' weaknesses.

"If we are to have a new kind of road, a trial of a new experiment, we are for new men to control it—for men who know what they are doing . . . We are for a railroad, and we want to see something besides fuss and talk and footing. If we are to commence new let us begin new aright and go ahead."—*Watchman.*

Ah, yes, we think now we see the milk in the cocoa nut. Meek may possibly have a *new* narrow guage charter which he would like to sell out to a *new* company for a nice sum, and "go right" ahead, mortgaged at 8 per cent. interest. The man who has made the biggest fool of himself in that matter, we think, by this time, is Meek—a narrow guager at Harrisburg and a broad guager at Bellefonte.

The *Walchman* says that nine tenths of the stockholders in Pennsvalley are opsosed to the narrow guage. We deny it, and it never had any warrant for saying so. The opposite is correct. If the *Watchman* were correct, why did its editor champion so many narrow guage bills in the legislature?

The Watchman and Our Railroad.

A Terrible Narrow-guager at Harrisburg and a Rampant Broadguager at Bellefonte—He Favors a Bill at Harrisburg which Allows the People of Pennsvalley to Build None But a Narrow Guage, and then comes Home and urges them into a fight Against a Narrow guage.—He Denounces and Delays Miller's Bill Mortgaging the Road at 7 per cent., and then favors a Bill for a Narrow guage to be Mortgaged at 8 per cent.

As we said in last week's REPORTER, we were sorry to observe the insane ravings of our neighbor the *Watchman*, against the proposition to make our railroad upon the narrow guage principle, and urging upon the people of Pennsvalley, in the most violent manner to fight, kick, and rebel against the proposition, which is our only hope for a road, as we cannot raise enough money for the 4 ft. 8½ inch guage, and have enough for the narrow guage, which, as we believe, will give us all the advantages and facilities that a broad guage would afford. We also enlightened the readers of the REPORTER upon the subject in printing the unanswerable argument of that eminent engineer, Mr. Osborne, of Baltimore, in our colums.

The *Watchman*, which has been so prolific in denunciation and barren in argument, even refused to publish the narrow guage side, and purposely kept its readers in the dark, upon a matter of such great importance, and raved in opposition until it created a fight and division among our people; and yet in all it said not a single argument is contained that shows why the narrow guage should be opposed—it was all scold and clap-trap, and we now are forced to show up the utter insincerity and hypocricy of our Bellefonte neighbor in the matter, and show to the people of Pennsvalley that Mr. Meek has been trying to *force* this very narrow guage upon them, without even allowing them the privilege of building a bread guage.

The Narrow guage railroad bill, which Mr. Meek favored at Harrisburg, is house bill No. 513, entitled, "An Act to incorporate the Lock Haven, Nittany and Sugar Valley Narrow-Guage railroad company." Section 1st of this bill commences with the names of the commissioners, and we here copy those which Mr. Meek added from our county, omitting those of Clinton, viz:

Thomas Huston John Rishel John Heckman John Kleckner M D Rockey David Schrack D K Heckman G A Achenbach Joseph Snook W A Murray J L Eckel Jacob Karstetter Robert H Duncan Amos Alexander Micheal Gepheart Captain J H Smith William L Musser Jonathan Kreamer D A Musser John Smith Thomas Wolt Doctor D J Hillibish John Reynolds P S Beirley J Rouse H Shaffer H Corman J W Shell Daniel Brumgart T S Wolf Colonel John Rishel John Grove J B Fisher Frederick Kurtz G W Stover D D M'Kean A C Geary B F Shaffer Henry Beck N M Frank John Divine Henry Dunkle M Hubler Micheal Shaffer William Robison Conrad Lesche Lot Struble George Shaffer C T Alexander Henry P Harris George W Jackson J D Shugert W H Blair J P Gepheart W W Brown Henry Brockerhoof D G Bush William Shortlidge S S Wolf Doctor E J Deshler J G Meyer J P Coburn A O Furst Abram Sussman Edmund Blanchard John H Orvis C D Keller and Thomas Blackburn.

Now here is the 3rd section of this bill:

Section 3 That the said company shall have the right to build and construct a railroad of such guage or guages not exceeding forty inches as the directors of said company shall determine from the city of Lock Haven to any point within the limits of the county of Clinton or of the county of Centre not to exceed forty miles in length with the right and privilege to build and construct branches or lateral railroads not exceeding ten miles in length from the point of intersection with the main laine of said railroad and shall have the right to connect with any railroad constructed or to be hereafter constructed

So that by this bill we are *forced* to make narrow guage *or none.* The Penn's RR. comp., offers to build us a broad guage if the people along the line do as they promised and raise money enough to grade it, but advise us, for our own good, in view of the new light that has been thrown upon railroad guages, to chose the narrow guage, now what is there wrong and unfair about it, and yet Mr. Meek denounces this suggestion in the face of his favorite bill which leaves us not even the poor boon of making choice of other than the narrow guage.

Again, Mr. Meek denounced Mr. Miller's bill in the *Watchman* as all our people will recollect, and delayed it at Harrisburg, because it mortgaged our road for a large sum at 7 per cent. Now we give below the 4th section of Mr. Meek's bill, which also proposes to mortgage the road and at 8 per cent.,—one per cent higher than proposed by Mr. Miller's bill, which he made our people believe was so outrageous.

Here is the 4th section of Mr. Meek's bill:

Section 4 That the said company shall have the right to issue their bonds to an amount not exceeding seven thousand dollars per mile of said railroad at a rate of interest not exceeding eight per centum per annum and secure the payment of said bonds by a mortgage of the corporate rights franchises and property both real and personal of said company and the directors of said company are authorized to negotiate said bonds at such price as they may determine

Now we ask the people of Pennsvalley what they think of all this, after reading the scoldings in Mr. Meek's paper, and placing it side by side with his doings at Harrisburg, *faboring a bill to allow nothing in Centre county but a net work of narrow guage railroads, mortgaged at 8 per cent., and then coming back* and through the columns of his paper getting you into a fight *against* the narrow guage!

This is not the only narrow-guage bill Mr. Meek favored; there were a number of them, but this one answers our purpose, and we think answers his scoldings.

We are sorry to make these remarks, but the bad advice of the *Watchman* for the last three weeks, and its worse effect upon our people, left us no other course—left us no other course if we desire a railroad. After having labored so long and so hard for it for years, now, when our people are about to reap the fruits of all their labors, we cannot sit by silently and see the project strangled in so despicable a manner, as we are here forced to expose. It is an insult to our people, as it is presuming that they have not intelligence enough to understand their own affairs, and can be made to swallow any draught that is presented to them; many men are found playing in that character with the people of this side the county. What was the object, in the 1st section of the above bill, in tickling so many of our citizens with a narrow guage straw, if narrow guages are the humbug represented by our neighbor? say?

Why does he denounce the narrow guage for the L. C. & S. C. RR. and then try to force a "one horse velocipede" as he now calls it, upon the people of Brushvalley and Pennsvalley, and mortgaged with bonds at 8 per cent. interest?

If, then, the opinions—or scoldings—of the *Watchman*, are entitled to respect, it must be upon the ground that its editor is a great railroad man, as shown up by his ability—and we acknowledge it—to ride both the broad and narrow guage ponies. To be able to ride two horses at the same time, the animals must be matched, and our friend Meek having performed the feat, it necessarily proves that the narrow guage pony must be perfect match of the broad guage horse, unless at this writing it is shown that the rider has been thrown.

Every intelligent person who has looked into the matter of narrow guages, has admitted its plausibility, and the subject is gaining friends every day, and loosing none, and if the *Watchman* editor by his late course thinks to have made capital for a 4th term, we fear he may find he has been fishing in shallow water for popularity and that the people have detected that statesmanship and greatness should run in a different channel, whither his line has not yet been thrown.

All the railroad men in this country and Europe argue in favor of the narrow guage, as being the least expensive and most profitable, and affroding the same advantages as the wider guage. The *Watchman* stands alone in oposition.

All the journals in the United States that have said any thing upon the narrow guage question—and this all the respectable journals have done—have published arguments in favor. The *Watchman* is the only exception and whilst it has been so prolific in denunciation, it has proven barren in argument. Not a single sentence has it yet given that goes to prove anything—it was all scold and froth.

Any journal laying claim to respectability, will give two sides of a question. This the *Watchman* has not done, and thus far refused to publish the reasons given in favor of a narrow guage, Is that fair? If the reasons given for a narrow guage are lame then it should publish them and show wherein they are weak; and if they have merit the more willing should it be to lay them before its readers for their enlightment. It is always considered fair to give both sides. But the *Watchman* has not been fair, rather preferred to take the place of a common scold upon the subject, which is a position that any one can occupy who just reap the credit of other people's brains. Denunciation is eaier than argumentation, and our neighbor has chosen the less difficult task. If any class of people have a right to read arguments in favor of narrow guages, it is the reader of the *Watchman*, so that the commissioners in his various narrow guage railroad companies, when they come to organize, may know what they are about and be enabled to act intelligently, but as the case stands now, he left them, deserted them, not only to grope their way in the dark, but placed impediments before them over which to fall and break their necks, until their pathway was lightened up through the columns of the REPORTER. We submit whether this was not very unkind.

According to one of the *Watchman's* pretended correspondents, last week's, our road as a narrow guage, is put down as a "little local velocipide road." Then according to the same (pretended) writer, Meek must have been a "little local velocipede" legislator last winter. That's a rough correspondent o' yourn, dear neighbor, he has the nack o' telln' you the truth 'afore you know it.

The *Watchman* talkes of "doubts, disputes, dissention, dissatisfaction, delays and probable defeat" of the railroad enterprize. We tell our neighbor, that what may exist of this, is solely attributable to his foolish twaddle and keeping his readers in the dark. As to the "probable defeat," the wish may be father to the thought—it would be so nice to sell a *new* narrow guage charter, for a nice sum. Well, well the road will be built.

During warm election campaigns it is common on steamboats and cars to take the sense of passengers by a vote for or against candidates running for important offices. Now as Meek's narrow guage train has a large number of commissioners on board, had he not best take a vote and see how they stand on the narrow-guage question. We fear Meek has got some fellows on the wrong train. Quick, Gray' take a vote—take a vote, you certainly want votes.

If Meek don't make a fourth nomination for Assembly then railroad men, as well as republica, "are ungrateful." For he has his narrow guage railroad bills to tickle the narrow guage men, and then he has the anti-narrow guage *Watchman* to tickle the broadguagers. So then let one loud hurrah go up, from all narrow guage and broad guage throats, for Meek!

The *Watchman* asserts that the people along the line subscribed about five hundred thousand dollars to grade the road. You are again misinforming the people, dear neighbor, for that is the sum that should have been subscribed, and it is now about one third short of your figure, and tell us who will make it up to grade a broad guage, which we are to have if we raise the deficiency. Now, neighbor reason plainly and keep to the facts, and save us the trouble of following you up. We can give you the figures, the amount subscribed is just $325,000 or $175,000 dollars less than you say, and if it comes up half to the amount you misrepresent it, it will give us the broad guage if we are foolish enought to accept it. Now stick a pin there and quit your clap trap.

The *Watchman* then asks with an air of triumph, "Will some of the deadweights who are controlling this matter answer?" Thinking he may address us, we answer him above, and all his other unmeaning twaddle, and we think this week's REPORTER will afford him about as much food for reflection as our neighbor can explain away satisfactorily to the people of our valley and of the county.

If we are to have a Narrow Guage road through Pennsvalley at a cost of six thousand dollars per mile, and if the people along the route are to be compelled to pay the five hundred thousand dollars subscribed, what is to be done with the five hundred thousand dollars subscribed or proposed to be subscribed by the Pennsylvania railroad company?—*Watchman.*

Well now that is a heavy question, and again displays the ignorance of the *Watchman.* We tell you the people along the route did not subscribe five hundred thousand dollars—but are $175,000 short of it. We tell you that the Penn'a railroad company has nothing to do with it, and was not to subscribe any thing for, the grading. That is left altogether, whatever it cost, for the people along the line. If the Penn'a R. R. has any stock it goes for expenses other than grading. It is altogether clear that the *Watchman* is as little booked upon our railroad offairs at home, as its editor was when he ran wild upon narrow guages at Harrisburg, last winter.

PROFITS OF NARROW-GAUGE.

The Greeley (Colarado) *Tribune* says that in building a narrow-gauge railroad from Greeley to the mountains, interest on the bonds could be paid for in the increased price potatoes would sell for; that is, in building the road, potatoes would sell for three cents a pound at least. If not built, they would bring more than one cent a pound.

"If, as our friend Kurtz of the Centre Hall Reporter says, that Hon. Thos A. Scott has asserted that all railroads hereafter will be built on the narrow guage idea, is correct, will some one explain why some of the money Mr. Scott's companies are *now* investing is not used to build Narrow Guage roads, in place of being expended to constrict routes of the ordinary guage."—*Watchman.*

Just such fudge has come from the same quarter. Our neighbor should have known that one of Tom Scott's companies has the greater part of stock in our road which is to be narrow guage. Besides, all the daily papers of this week contain this item which is a farther answer to the above misrepresentation:

"THOMAS A. SCOTT.—Leavenworth, Kansas, June 24.—Thos. A. Scott, of the Pennsylvania Central Railroad is here. His visit is understood to strengthen the projected Narrow Guage Road from here to Denver."

Narrow Guage or Nary Guage.

that's what one of Meek's railroad bills reads.

Meek had about a half dozen bills, all upon the principle of narrow guage or "nary" guage.

The WATCHMAN is mistaken when it scolds the Penn'a railroad for wanting to give our people a narrow guage or nothing. Our good neighbor read that idea in Meeks bill of last winter—there is where the language reads "you people of Miles, Haines and Penn must take a narrow guage or nothing." The Pennsylvania railroad is much fairer, it offers a choice, if we raise all the money for a broad guage they still offer to make it, but under the late developements they advise us to accept the narrow track, as being the best taken all around.

THE PENNSYLVANIA RAILROAD.

Its Business and Mammoth Proportions.

In 1861 this company returned a capital of $31,224,415, while for 1870 its return is $71,572,893.

The several lines owned and leased by the Pennsylvania railroad company at the close of 1870 were as follows;

	MILES.
Main Line.—Philapelphia to Pittsburg	354,9
Branches.—Altona (288 m. W. Philadelphia) to Hollidaysburg	7.6
Blairsville Intersection (201 m. W. Phila.) to Indiana	19,0
Delaware Extension (in Philadelphia	5,3
Steubenville Extension (in Pittsburg	1,2
Tyrone (224 m. W. Phila.) to T. & Clearfield R. R.	3,1
Columbia (82 m. W. Phila.) to York	43,0
Leased.—E. Brandywine and Waynesburg R. R.	17,0
Harrisbug and Lancaster R. R. 54 miles (main line)	—
Mifflin and Centre Co. R. R.	12,9
Tyrone and Clearfield R. R.	40,6
Bald Eagle Valley R. R.	51,2
Ebensburg and Cresson R. R.	11,0
West Pennsylvania R. R.	63,7
Newry Branch R. R.	1.1
Total main and branch lines owned	404,1
Total leased lines included in lessees' rep'ts	197,5
Total of all lines included in this report	601,6
The total track of the main line is	858,2

miles, and of all the lines, 1,136,5 miles.

The following lines are leased directly or indirectly by the Pennsylvania company, but neither their capital nor operating accounts are included in its returns;

	MILES.
Philadelphia and Erie (Sunbury to Erie)	287,6
Pittsburg, Fort Wayne and Chicago	468,3
Pittsburg, Cincinnati and St. Louis,	193,0
Little Miami, Columbus and Xenia	196,6
Columbus, Chicago and Indiana Central	500,5
Indianapolis and Vincennes	114,0
Erie and Pittsburg	37,2
Leased railroads operated and accounted for separately	1,947,2
The total track of these lines is	2,311,7

miles.

The Pennsylvania railroad company also owns a majority of the stocks of the Cumberland Valley and of the Northern Central railroad companies. These shares, upon which dividends equaling eight per cent. are paid, are held as a sinking fund for the redemption of its own second mortgage bonds and the bonds of the Harrisburg and Lancaster company. The company also owns 16,595 shares Harrisburg and Lancaster company's stock; 25,547 shares of the Connecting company's stock; 31,636 shares in the Philadelphia and Erie company's stock; 70,251 shares of the Pennsylvania canal company's stock, and a considerable amount of other railroad and municipal stocks and bonds. The total amount standing on the books of the company as representing these investments was, January 1, 1870, $20,055,741,93.

A New Pacific Railway.

The Chicago Railway Review makes mention that a new line to connect the Union Pacific Railway with the Pacific coast is projected. "The combination interested in it is said to include the Pennsylvania Railroad and connections, from the seaboard to the Union Pacific terminus at Ogden, and on the west side the California Pacific. The latter is not a Central Pacific enterprise, but is the proposed Vallejo opposition line, which will be extended north to Gross Lake, Oregon, and connecting with the Oregon Railroad to Portland, possibly also to Puget Sound; thence to Christmas Lakes; thence eastward along the south side of the Snake River in Southern Idaho to a point of connection with the Union Pacific, at or eastward of Ogden. This route, it is said, will avoid heavy grades over the Sierra Nevada; and a complete continuous line from the Atlantic to the Pacific, independent of the Central Pacific, will, it is asserted, be constructed immediately, the capital having been secured in Europe for the entire work. No subsidies are asked. The work will, it is stated, be commenced within two months, with all the force that can be placed upon it."

Radical Ku Klux.

St. Louis, May 25.—Information from Douglas county, says the house of John Hatfield was surrounded on the night of Monday, the 15th, by a party of men, who fired several shots into it. After daybreak Mr. Hatfield discovered two of his assailants and shot and wounded them. Subsequently Mr. Hatfield gave himself up, and while being taken to the county seat in charge of the officers, he was overtaken by several men and killed, his body being riddled by balls. These men are Radical Ku Klux, and Hatfield's life has been three times attempted since last Fall.

In Baltimore the "Smith Family" announce that they have made arrangements for their "first semi-annual excursion," which is to take place next Thursday, under the superintendence of a committee of arrangements, embracing Grandfather George M. Smith, Father Julius H. Smith, Uncle James H. B. Smith, Nephew Charles H. C. Smith, Brother Wm. H. H. Smith, Brother Robert M. W. Smith, Brother Thomas R. Smith; Brother Joseph L. Smith. Ballet Master—George W. M. Smith. The music is to be by "Smith's celebrated band," and all the "Smiths, Smyths, Schmitts, Schmids, Schmidts, Schmitzs, Smidts and Smitts" are invited to attend.

In Savannah, Georgia, on Saturday evening, during the progress of the funeral ceremonies over the remains of Commodore Tatnall, a horrible tragedy occurred. A man named Amos Dickerson, proprietor of the American restaurant, in a fit of jealousy hacked his wife to pieces, and then cutting his own throat he jumped into the river and was drowned. Although badly injured and suffering terribly, Mrs. Dickerson will likely recover. Dickerson's body was recovered and buried.

An account of the largest rope in the world, as described in one of the daily papers of Birmingham, England—the place of its manufacture—will prove interesting to the American reader. According to the details given the rope is 11,000 yards long, measures five and one-fourth inches in circumference, and weighs over sixty tons. Made of patent charcoal wire, laid round a hemp centre, the rope consists of six stands, with ten wires in each stand. Each wire measures 12,160 yards, so that the entire length of the wire reaches the enormous total of more than four hundred and twelve miles. To this is to be added the length of yarn used for the centre, namely, twenty seven threads, each thread measuring 15,000 yards, and giving a total length of about two hundred and thirty miles. Adding together the wire and yarn there is a grand total of 635 miles of material—all going to make up a monster wire and hemp rope a little under six miles long.

Pittsburg, June 10.—County Commissioners M'Lee and Neely, who pleaded guilty to receiving bribes for granting liquor licenses, were sentenced this morning each to a fine of $2,000 and imprisonment in the workhouse for one year.

No official advices has been received here as to the appointment of Jules Ferry as French minister to Washington.

The Pacific Railway and the China Trade.

An exchange notices that the tea-trade of the United States is being rapidly revolutionized as the result of the opening of the Pacific Railroad, that route having both the cheapest and most expeditious. The lowest rate from Yokohama to New York, including insurance and all other charges, as well as freight, is 51 cents a pound. The total rates from Yogohama to Chicago, by rail from San Francisco, are 41 cents. The difference in time is between forty days by rail to Chicago, and one hundred and twenty days by the Suez route to New York. As the result of this superiority of the continental route, many leading Chicago houses have established direct agencies in Japan, and in two months according to the Tribune, twenty-five thousand chests, of about sixty pounds to the chest, have come by rail, to that city direct for the Western trade; about fifty thousand chests have passed through Chicago to New York and other Eastern points. The Tribune adds exultingly:—"We have thus imported at least $200,000 worth of tea direct for our own use, and twice as much more has passed through here to Eastern markets. This shows that, at existing rates, Chicago importers of tea can compete with the New York sea-brought tea itself, and save two-thirds of the interest on the capital required to do the New York business. In short, the ocean route for tea is as surely a thing of the past as the camel route through the deserts of Arabia was superseded when De Gama sailed around the Cape of Good Hope to India. Ocean transportation cannot endure long when, in addition to the saving of time, and hence, of interest on capital, the actual freights are made lower by the quick land route. More than half the Chicago tea importors are now buying, or have begun their arrangements to buy, direct from Yokohama, and the New York importers are unanimously turning to the new and quick route."

While the radical journals are unable to find any fault in either the candidates or platform of the democracy, the independent press pronounces both worthy of the support of the people. Among other jounals of the latter class the Philadelphia Day praises the work of the democratic convention, expressing its opinion in the follow emphatic manner:

"The democrats have made a state ticket the *personnel* of which is unexceptionable, and have placed their candidates upon a platform more than usually liberal. The parties thus enter upon the campaign on a footing of equality as to men, and the fight will be made upon the merits and demerits of the ruling powers. While the contest will be vigorously prosecuted, the respective candidates will, we presume, escape the bitter criticisms which are usually visited upon the scared veterans of many political campaigns. All have served the country honorably and well a soldiery."

Funeral of Mr. Vallandigham.

Dayton, June 20.—The funeral of Hon. C. L. Vallandigham took place at two o'clock to-day, and was largely attended. There was fully 5,000 strangers present, and the procession was nearly two miles long. Rev. E. P. Wright of the Episcopal church officiated. There was no extemporaneous service whatever, it having been decided on account of the critical conditions of Mrs. Vallandigham to postpone the sermon until some future day. Her condition excites the most serious apprehensions of her friends. She has not spoken an intelligible word to-day, and sits in apparent mute insensibility.

When taken to the room for a farewell look at her dead husband she seemed bewildered and suddenly began screaming in the most heartrending manner and had to be carried from the room.

The Masonic order's burial service was performed at the grave, after which, and while the the immense assemblage stood with uncovered heads, the earth closed over the remains of Ohio's great statsman.

Interview Between Mr. Greeley and Jefferson Davis.

At 10½, in company with General Merritt and one of the *Avalanche* corps, Mr. Greeley took a ride through the streets of the city, visiting, among other places, the Navy-yard, Fort Pickering, the County Jail, and various public places. Calling at the Post-office for letters, General Merritt was informed that letters for himself and Mr. Greeley had been sent to the Peabody hotel, and there the carriage at once proceeded. Mr. Miller at once politely invited the party to alight, and the quartet proceeded to one of the parlors of the hotel, where Mr. Greely refreshed himself with ice water, after Mr. Greely refreshed himself with ice water, after which he was shown through the magificent dining-room. Learning that Mr. Jeff. Davis was a sojourner at the Peabody, Mr. Greeley inquired concerning his health, and was informed that Mr. Davis had been looking for a call from him all the morning, and had just left the house. Mr. Greeley said he would like to pay his respects to Mrs. Davis had he time and opportunity, as he had neither, he requested Mr. Miller to present his compliments, saying that she called upon him in Baltimore once when Mr. Davis and herself were in trouble, and that he was much impressed with her devotion and earnestness. He furthermore said that Mrs. Davis was a connection of the Blair family, the elders of which were his political and personal friends for many years.

About 12 o'clock Hon. Jeff. Davis at the Overton Hotel, and was ushered into the presence of Mr. Greeley, at whose hands he met a very cordial reception. Mr. Davis was dignified and somewhat formal, while Mr. Greeley was frank, easy and quite talkative. There was scarcely a reference to the political situation. Mr. Greeley inquired concerning the health of Mrs. Davis with much warmth and earnestness, and again referred to the high regard he entertained for that lady and the family of which she came. Mr. Davis responded appropriately, and expressed his gratitude of himself and Mrs. Davis for his kindly services soon after the war. This brought up Mrs. Davis' interview referred to above, on which Mr. Greely seemed to dwell with much pleasure. In the course of the conversation Mr. Greeley again spoke of the Blairs, and especially of of the seniors of that distinguished family, remarking *en passant* that Frank P. Blair, Jr., and others of the present generation did not do justice to the old stock, to whom he referred with apparent deep feeling. Mr. Greeley then passed on to subjects nearer home, and finally dwelt for several minutes on the memory of General Quitman, of whom he spoke as a warm personal and political friend in times gone by. Not a word was said on either side, that our reporter could overhear, concerning Mr. Davis' condition and prospect. Rising at the conclusion of the interview, Mr. Davis withdrew with a stately bow, and in a few minutes after, Mr. Greeley was on his way to the railroad depot where he took the 12½ train for Louisville, accompanied by General Merritt, his friend and traveling companion.—*Memphis Avalanche*, June 4th.

A Nitro-glycerine Experiment.

Dr. E. von Gorup-Besanez gives, in Comptes Rendus, an account of the effects of the explosion of only 10 drops of nitro-glycerine, which, by one of the pupils of the author, in his laboratory, were put into a small cast-iron saucepan, and heated with a Bunsen gas flame. The effect of the explosion was that the forty six panes of glass of the windows of the laboratory were smashed to atoms, the saucepan was hurled through a brick wall, the stout iron stand on which the vessel had been placed was partly split, partly spirally twisted, and the tube of the Bunsen burner was split and flatened outwards. Fortunately, none of the three persons present in the laboratory at the time were hurt. When nitro-glycerine is caused to fall drop by drop on a thorougly red-hot iron plate, it burns off as gunpowder would do under the same conditions; but if the iron is not red-hot, but yet hot enough to cause the nitro-glycerine to boil suddenly, an explosion takes place.

A Ship on Fire—Five Hundred Coolies Roasted Under the Hatches.

San Francisco, June 12.—Details of the total destruction of the Peruvian ship Don Juan, set on fire at sea, and supposed to have been done by coilies entrapped on board at Macao, have received by steamer. The crew abandoned the vessel, with five hundred and fifty coolies fastened under the hatches. Five hundred of them were roasted alive. The others escaped when the hatches burned off. She was an American built ship, and was sold to the Company by Maratina De Peru, of San Francisco, and was christened the Dolores Uquante. She was fitted out here for the coolie trade, and returned here several times for supplies while engaged in the tariff.

A Brakeman Falls from a Train, and Has His Legs Mangled—While Lying on the Track He Stabs Himself Twenty-two Times, and Dies Soon After.

Cleveland June 6.—A brakeman named Jones, employed on a freight train of the Lake Shore and Michigan Southern Railroad, accidentally fell early this morning between Kingsville and Madison. He fell upon the track and the remainder of the train ran over his legs, tearing them off and mangling his body. While lying on the track he heard a passenger train approaching, and expecting he would not be seen and that the cars would run over him, he drew a knife from his pocket, opened the blade, and stabbed himself twenty-two times about the breast and left arm. He had tried to penetrate his heart and produce death sooner, but was too weak to guide his blows. The engineer of the train saw him in time to stop the cars. He was taken to Madison where he died soon after.

Persia.

Frightful State of Famine—People Compelled to Eat Grass Like Beasts—Dying of Hunger in the Streets Digging Up Corpses to be Eaten.

New York, June 19.—A correspondent writing to a Turkish journal from Tabreez says the details which reach us here of the destitution and misery which the drouth of last year has caused in the central and southern Provinces of Persia is fearfully heartrending. That the people are dying of hunger, even in the streets of the capital, is a minor phase of the terrible calamity. In Khorassan the parents are selling their children in order to keep them alive. In Ispahan it is said men have been seized in the act of digging up corpses to serve as food for their starving families. In Shierox, Kerman and Yezd, the wretched sufferers endeavor to support life on the grass and roots which they may find in the neighborhood, and as might be expected, pestilence follows hard on the footsteps of famine, and the half of the Kingdom of Persia is becoming rapidly depopulated.

THE PARIS HORRORS.

The Work of the Commune

A special correspondent of the New York Wold, writing from Paris under date of May 29, gives the following list of the public buildings in that city which have been destroyed, and those which have been either partially or entirely saved:

The Tuileries, wholly destroyed as far as the Pavillion de Flore—all of the old building.

The Hotel de Ville, wholly destroyed.

The Sainte Chapelle, saved.

The Palais de Justice, saved, partially.

The Bank of France, saved.

The Palais Royal, destroyed, partially.

The Theatre Lyrique, destroyed.

The Theatre du Chatelet, destroyed.

The Theatre Poste St. Martin, destroyed.

The Loury, nearly all saved; the library burned.

The gas works at Aubervilliers, destroyed.

The Hotel de Justice, destroyed.

The Church of St. Eustache, partially destroyed.

The Ministry of Finance, destroyed.

The Palais d'Orsay, destroyed.

The Cour des Comptes, destroyed.

Half the building on the Quai d'Orsay, destroyed.

The Bibliotheque Nationale, saved.

The Grand Livre, saved.

The Mont de piete, Rue Clancs Manteaux, partially destroyed.

The Madeleine, saved, but the columns sadly defaced.

The Prefecture of Police, destroyed.

The Grenier d'Abondance, destroyed.

The Entrepot des Vins. Quai St. Bernard, partially destroyed.

The Odeon Theatre, partially destroyed.

The Conciergerie, one tower destroyed.

The Pantheon, saved.

The Caisse des Depots Graineterie, destroyed.

The Garde Meuble destroyed.

The Terrible Magazine Explosion—More than Three Hundred Women and Children Killed—The Air Full of Fragments of Human Bodies—Awful and Sickening Sights.

Paris, May 18.—A terrific explosion occurred yesterday at 5:30 p. m. I, who am a mile from the scene of the disaster, thought I was a dead man. I have a powder magizine about one hundred and fifty yards from me. Yesterday morning there were thirty-five or forty railway vans discharging shells into it. When I heard the series of explosions I made sure it was the above-mentioned powder magazine which had blown up, for the reports were deafening—the house shivered, the windows rattled, every woman was shrieking, children were sobbing, National Guards were running wildly about, crying, "To arms! to arms!" I looked around me to see which wall of the house would fall first. Finding it remain firm on its foundation I went to the window to find the street filled with a terrified crowd, but nobody could discover the source of the detonation, until a man cried, "Do look there!" An extraordinary sight presented itself. A ball 6 or 7 times as large as the Federal Capitol floated in mid-air. It was smoke, but so black and so dense that the rays of the settled sun were distinctly visible as pencils of light protruding on every side beyond it, like the solar spectrum seen in a dark room when beams penetrate some shutter's crevice. The huge ball floated motionless, and gave no sign of merging into air.

Presently volumns of thinner smoke curled fitfully upwards, and now and then forked tongues of flame ran nervously from their bottom to their top. "The Hotel des Invalides has been blown up" was the general cry. Down towards it an inudation of human beings poured in constantly gathering floods, which choked even the broad outer boulevards. Windows had lost all their glass, and dinner-tables had been overturned and their china vessels shattered. But 'twas not the Invalides; it was the extensive cartridge manufactory on the Champ de Mars which had exploded. When the catastrophe occurred the streets where full of people returning home to dinner. They thought a battery of mitrailleuses was planted at the street corner and was throwing volleys down it. Every person fell flat on the ground. As one drew near the Champ de Mars the sight baffled description. Arms, legs, hands, heads, some of them still quivereng with vestiges of life the majority of them blackened with powder and with fire, were to be found every ten paces one made down the street. There was not a whole window anywhere to be seen, Cartridges or balls or cartridge papers were strewn broadcast. I picked up a Chassepot ball melted and flattened to the length of four inches. Three hundred yards from the scene of explosion the naked trunk of a women was found; head and limbs had been torn off. The number of victims has not yet been ascertained. Three hundred is the lowest estimate made. Five hundred women were employed in the manufactory; but two hundred leave work at 4:30 p. m. each day. It is believed the buildings contained three hundred women when the explosion took place. These all perished, and they are not the only victims. A model lodging-house called Cite Napoleon has been so much damaged that its fall is hourly expected. A great many of its tenants were killed. All the wounded soldiers in the ambulance of Rue de la Universe were killed. A woman standing at a window had one arm pulled out of its socket, and she died instantly from the nervous shock and terror. One woman leaped from her window and was killed. In the same house an infant was rent to pieces in its cradle. Avenue de la Baurdonnage has scarcely a house standing. Houses four stories high are a mass of rubbish. For some time after the explosion the neighborhood witnessed maddening scenes. Panic-stricken horses galloped wildly in every direction; women, some with dead babes in their arms, ran to and fro shrieking hysterically; children screamed for their parents; people frantically threw out of the windows everything they could lay their hands on. But for the prompt arrival of the firemen the disasters would have been still greater, for there were a thousand barrels of powder in the neighboring magazines, and the fire was rapidly gaining them. All the sheds on the eastern side of the Camp de Mars were in flames. The powder was stored in cellers under them. Several hundred vehicles of every description—omnibuses, ambulance wagons, hacks, railway wagons—were soon on the spot carrying away the victims. Some of these vehicles had eight, none had less than two, corpes or wounded persons.

News! See Here!

TIN AND SHEETIRON WARE

The undersigned hereby informs the citizens of Pennsvalley that he has purchased the Tinshop here formerly carried on by the C. H. M'f'g Co., and will continue the same, at the old stand, in all its branches, in the manufacture of

STOVE PIPE & SPOUTING.

All kinds of repairing done. He has always on hand

Fruit Cans, of all Sizes,
BUCKETS,
CUPS,
DIPPERS,