

TERMS OF THE "AMERICAN"  
H. B. MASSER, PUBLISHER AND PROPRIETOR.  
JOSEPH EISELY, Editor.  
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THE "AMERICAN" is published every Saturday at TWO DOLLARS per annum to be paid half yearly in advance. No paper discontinued till arrears are paid.  
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H. B. MASSER,  
ATTORNEY AT LAW,  
SUNBURY, PA.

Business attended to in the Counties of Northumberland, Union, Lycoming and Columbia.  
Refer to:  
P. & A. ROYD, Lawyers & Solicitors, Sunbury, Pa.  
S. W. BARNES, RAYMOND, McFARLAND & Co., Solicitors, Sunbury, Pa.

ALEXANDER L. HICKEY,  
TRUNK MAKER,  
No. 150 Chestnut Street,  
PHILADELPHIA.

WHERE all kinds of leather trunks, valises and carpet-bags, of every style and pattern are manufactured, in the best manner and from the best materials, and sold at the lowest rate.  
Philadelphia, July 19th, 1845.—1y.

Removal.  
DR. JOHN W. PEAL.

RESPECTFULLY informs the citizens of Sunbury and its vicinity, that he has removed to the Brick House, in Market street, formerly occupied by Benjamin Hendricks, east of the store formerly occupied by Miller & Martz, and now by Ira T. Clement, where he will be happy to receive calls in the line of his profession.  
Sunbury, March 29th 1845.—

NEW CARPETINGS.  
The subscribers have received, and are now opening a splendid assortment of the following goods—  
Saxony, Wilton and Velvet Carpetings  
Brussels and Imperial 3 ply do  
Extra superfine and fine Ingrains do  
English shadid & Domestic Venetian do  
American twilled and figured do  
English Brussels and Woaden Floor Cloths  
Stair and Passage Bookings  
Embossed Piano and Table Covers  
London Chequille and Tuffed Rugs  
Door Mats of every description.  
—ALSO—  
A large and extensive assortment of Floor Oil Cloths, from one to 2 1/2 yards wide, cut to fit every description of rooms or passages.  
Also, low priced Ingrain Carpetings from 3 1/2 to 6 1/2 cents per yard, together with a large and extensive assortment of goods usually kept by carpet merchants.

The above goods will be sold wholesale or retail at the lowest market prices. Country merchants and others are particularly invited to call and examine our stock before making their selections.  
CLARKSON, RICH & MULLIGAN,  
Successors to Joseph Mackwood, No. 111 Chestnut corner of Franklin Place,  
Philadelphia, Feb. 23d, 1845.—

UMBRELLAS & PARASOLS,  
CHEAP FOR CASH.

J. W. SWAIN'S  
Umbrella and Parasol Manufactory,  
No. 37 North Third Street, two doors below the City Hotel.

Philadelphians! A large stock of UMBRELLAS and PARASOLS, including the best style of Pinked Elated Parasols of the best workmanship and materials, at prices that will make it an object to Country Merchants and others call and examine his stock before purchasing elsewhere.  
Feb. 22, 1845.—1y

SHUGERT'S PATENT  
WASHING MACHINE.

THIS Machine is now being tested by more than thirty families in this neighborhood, and gives entire satisfaction. It is so simple in its construction, that it cannot get out of order. It stands on iron to rest, and no springs or rollers to get out of repair. It will do twice as much washing, with less than half the wear and tear of any of these inventions, and what is of greater importance, it costs but little over half as much as other washing machines.

The subscriber has the exclusive right for Northumberland, Union, Lycoming, Columbia, Luzerne and Clinton counties. Price of single-machine \$6.  
H. B. MASSER,  
The following certificate is from a few of those who have these machines in use.  
Sunbury, Aug. 24, 1844.

We, the subscribers, certify that we have now seen, in our families, "Shugert's Patent Washing Machine," and do not hesitate saying that it is an excellent invention. That, in washing, it saves more than one half the usual labor, and it does not require more than one third the quantity of soap and water; and that there is no rubbing, and consequently, little or no wear or tearing.—That it knocks off no buttons, and the finest clothes, such as collars, laces, tucks, &c., may be washed in a very short time out of the least injury, and in fact without any rent wear and tear, whatever. We therefore respectfully recommend it to our friends and to the public, as a most useful and labor saving machine.

CHARLES W. HEGINS,  
A. JORDAN,  
CHS. WEAVER,  
CHS. PLEASANTS,  
GIDEON MARKLE,  
BEN. GEO. C. WELKER,  
BEN. HENDRICKS,  
GIDEON LEISNERING.

's Horns, (formerly Tremont House, No. 5 Chestnut street,) Philadelphia, September 4, 1844.  
We have used Shugert's Patent Washing Machine upwards of eight months, and do not hesitate to say that I deem it one of the most valuable labor-saving machines ever invented. I formerly kept two women continually on in washing, who now do as much in two or three days as they did in one week. There is no rent or tear in washing, and it requires no more than one-third the usual quantity of soap. I have no number of other machines in my family, but so decidedly superior to every thing else, and so liable to get out of repair, that I would not trade for one if they should cost ten times the price they are sold for.  
DANIEL HERR.

UPPERIOR Port wine, Madeira and Lisbon wine. Also superior Brandy and Gin, Lemon Juice. Also a few barrels of Blue Fish, for sale.  
HENRY MASSER,  
Sunbury, July 10th, 1845.

# SUNBURY AMERICAN.

## AND SHAMOKIN JOURNAL.

Absolute acquiescence in the decisions of the majority, the vital principle of Republics, from which there is no appeal but to force, the vital principle and immediate parent of despotism.—Jazzaroon.

Sunbury, Northumberland Co. Pa. Saturday, March 14, 1846. Vol. 6—No. 25—Whole No. 295.

From the New York Globe.  
**MARITIME POWER OF GREAT BRITAIN.**  
As it is supposed by many of both parties in this country, that a war between us and Great Britain may grow out of the Oregon dispute, and as nearly all the opposition papers are croaking about the terrible devastation which will be made by John Bull, from one end of the coast to the other, it would not be irrelevant at this time to recall some of the reminiscences of the last war of 1812. Many of the events of that period may never have been known to the greater part of the present generation, and those who survived that struggle may probably have forgotten them.

The great cry now is, that we are not prepared for a contest with the greatest naval power in the world; and such was also the cry in 1812; the party then opposed to that was wishing us to wait until we should have ships enough to cope with the Navy of Great Britain. If we had done so, we should have continued to be the object of the insolence of that nation, not only to this day, but probably for centuries to come. At that time every oprobrious epithet was bestowed upon us by the press of England in the same manner as it is now done; and it was said that the Yankees could not be kicked into a war, and even Ganning expressed his contempt for our half dozen fir built frigates with a few yards of striped bunting at their masts head, which fir frigates and our whole commercial marine were, according to his opinion, to be swept immediately from the ocean; but before that war of only two and a half years was over, John Bull discovered his mistake, as will be seen by the following documents, one of which, giving an account among many meetings held in various parts of the kingdom, on the subject of the captures of British vessels by American privateers, was called by the Lord Provost of Glasgow. This is a rich document and speaks for itself. The next is an extract from Sir Charles Napier's speech delivered in the House of Commons, which proves that their Lordships of the Admiralty issued an order to all the commanders of British frigates to run away from one of these fir built frigates of ours, whenever she should be met with. The remaining documents show, that in that short war we took from John Bull 2200 merchant vessels and 62 national ships, his Navy at that time being as follows:

In commission, vessels of all classes, 688  
Vessels building, 79  
Vessels in ordinary, 215

As soon as John saw that we attacked his more vital parts—his commerce—and were in a fair way of "sweeping it from the ocean," and that too with only 240 vessels of war, most of which were privateers, he waded his "sine qua non" and made the peace of Ghent. If in those days we could do the prodigious harm to England which we certainly did, and compelling her to seek that peace, how immeasurably more could we injure her now, with a double population, greater wealth, greater resources, and hundreds of the finest ships in the world, which could be turned into powerful privateers in one month's time.

The English Navy has fallen off instead of increasing, as will be seen by comparing the following state of their Navy:  
There were in 1845, including vessels of every description, 470  
Deduct those on the stocks, 60  
Convict ships, Hospital do, Coal do., Yachts, Tenders, Guard ships, Quarantine vessels, Church do., Surveying do. 162 222

Out of this number are to come ships in ordinary and unnecessary—not ascertained, but will reduce the number considerably.  
The steamers are 92  
Deduct—On stocks, 27; Yachts, Tenders, Tugs, &c. 21 47-45  
On foreign stations—India, China and South American, &c. 26-19  
Such, then, are the fleets of steamers and the myriads of men-of-war, which according to his Grace of Wellington, are to make such "short and decisive" work of the Yankees, from Maine to New Orleans. His Grace will however, find that in case of the third conflict, a much shorter work will be made of Mr. Bull than was in the two former wars.

An appeal to arms is to be avoided if possible, but with a haughty, insolent and overbearing power like England, it is more than probable we shall have it; therefore it is well to let the people of this country see that John Bull's thousand ships, with which he has quelled the world so long have dwindled down to about the number he had on his coast in 1812, and that there is no danger of his laying us all in ashes, not even if he could bring the whole of his force; though at the same time, it would be desirable that our fortifications be put in order, merely for the benefit of John's steamers, (for no other would attempt to enter our harbors.—Sir Thomas Hardy did not dare even to enter New London)—one single shot among the machinery, and all would be over.

London, August 22, 1814.  
**American privateers.**—The Directors of the Royal Exchange and London Assurance Corporation, strongly impressed with the necessity for greater protection being afforded to the trade, in consequence of the numerous captures that recently had been made by American privateers represented the same to the Lord Commissioners of Admiralty on Wednesday last, and on Saturday received an answer, of which the following is a copy:  
Admiralty Office, 19th August.  
Sir—Having laid before the Lords Commissioners of the Admiralty, the letter of the 12th instant, signed by you and the Secretary of the London Assurance Corporation, on the subject of deprivations committed by the American privateers therein mentioned, I am commanded by their Lordships to acquaint you, that there was a force adequate to the purpose of protecting the trade, both in St. George's channel and the North Sea, at the time referred to.  
I am &c.  
J. W. CROKER.

After giving the names of some vessels captured, the same paper adds, "Should the deprivations on our commerce continue, the merchants and traders will not be able to get any insurance effected, except at enormous premiums on vessels trading between Ireland and England, either by chartered companies or individual underwriters; and as a proof of this assertion for the risks which are usually written 15s. 9d. per cent, the sum of five (5) guineas is now demanded."

London Sept. 1, 1814.  
It is the intention of the Admiralty, in consequence of the numerous captures made by the Americans, to be extremely strict with the Captains who quit their convoy at sea, or who, contrary to orders, sail without convoy. Prosecution of masters of ships for neglect of this description, have already commenced, as will be seen by the subjoined extract of a letter:  
Lloyd's, Aug. 31, 1814.

The Lords Commissioners of the Admiralty have been pleased to inform the Committee, that they have given directions to their Solicitor, to prosecute the masters of the following vessels, viz: Mr. Stuart, of the *Arabella*, lately arrived at Liverpool, from St. Domingo and Jamaica, for sailing without convoy; and Mr. Rundell, master of the *New Frederick*, from Malta to Hull, for deserting the fleet under convoy of H. M. S. *Milford*, in June last.  
(Signed)  
JNO. BENNELI, Junr.

Meetings of merchants have been held at several places, to remonstrate against the deprivations of the American Privateers.—At Halifax, insurance has been positively refused, at other places 33 per cent has been added to the former premiums.  
**American Privateers.**—The deprivations of the American Privateers, on the coast of Ireland and elsewhere, have produced so strong a sensation at Lloyd's that it is difficult to get policies underwritten at any rate of premium! Thirteen guineas for £100, has been paid to insure vessels across the Irish channel! Such a thing never happened before.

London Sept. 9, 1814.  
At a meeting of the merchants, ship-owners, &c., at Liverpool, to consider of a representation of Government on the subject of the numerous captures made by American cruisers, Mr. Gladstone proposed an address to the Lords of the Admiralty; but after many severe observations that representations had been made to that department, without redress, Mr. Clear proposed an address to the Prince Regent, which, after warm opposition on the part of Mr. Gladstone, was carried. The address conveys a censure upon the Admiralty. Subsequently, its counter address to the Admiralty was voted at another meeting, to which Mr. Croker replied on the 3d inst., that an ample force had been under the orders of the Admiralty, commanding the western stations, and that during the time the enemy's deprivations are stated to have taken place, not fewer than three frigates and fourteen sloops, were actually at sea for the immediate protection of St. George's Channel, and the western and northern parts of the United Kingdom.

In the memorial of the merchants, &c., of Liverpool to the Admiralty, complaining of a want of sufficient naval protection against American captures, they speak of privateers destroying vessels, as a novel and extraordinary practice, which they say they are informed, is promoted by pecuniary rewards from the American government, and they wish measures adopted to prevent as much as possible the ruinous effect of this "new system of warfare."

At a very numerous meeting of the merchants, manufacturers, ship owners and underwriters of the city of Glasgow, called by a public advertisement, and held by special requisition to the Lord Provost, on Wednesday, 7th Sept., 1814, the Lord Provost in the Chair, it was unanimously resolved, That the number of American privateers with which our channels have been in-

fested, the audacity with which they have approached our coasts, and the success with which their enterprise has been attended, have proved injurious to our commerce, humbling to our pride and discreditable to the directors of the naval power of the British nation, whose flag, till of late, waved over every sea and triumphed over every rival.

That there is reason to believe, that in the short space of less than twenty-four months, above eight hundred vessels have been captured by the power, whose maritime strength we have hitherto impolitically held in contempt.

That, at a time when we are at peace with all the rest of the world, when the maintenance of our marine costs so large a sum to the country, when the mercantile and shipping interests pay a tax for protection under the form of convoy duty, and, when in the plenitude of our power, we have declared the whole of the American coast under blockade, it is equally distressing and mortifying that our ships cannot with safety traverse our channels, that insurance cannot be effected but at an excessive premium, and that a horde of American cruizers, should be allowed unheeded, unvisited, un molested, to take, burn, or sink our vessels in our own inlets, and almost in sight of our harbors.

That the ports of the Clyde have sustained severe loss from the deprivations already committed, and there is reason to apprehend still more serious suffering; not only for the extent of the coasting trade and the number of vessels yet to arrive from abroad, but as time is fast approaching when the outward bound ships must proceed to Cork for convoys, and when during the winter season, the opportunities of the enemy will be increased, both to capture with ease and escape with impunity.

That system of burning and destroying every article which there is fear of losing—a system pursued by all the cruizers, and encouraged by their own Government—diminishes the chances of recapture, and renders the necessity of prevention, more urgent.

That from the coldness and neglect with which previous remonstrances from other quarters have been received by the Admiralty, this meeting reluctantly feel it an imperious duty, at once to address the throne; and therefore, that a petition be forwarded to His Royal Highness the Prince Regent, in the name and in behalf of His Majesty, representing the above grievances, and humbly praying that His Royal Highness will be graciously pleased to direct such measure to be adopted as shall promptly and effectually protect the trade on the coast of this Kingdom, from the numerous insulting and destructive deprivations of the enemy; and that the Lord Provost be requested to transmit the third petition accordingly.

That the thanks of this meeting be given to Mr. Ewing, for the ability with which he prepared and introduced the business of this day.  
That the thanks of this meeting be tendered to the gentleman who signed the requisition.  
(Signed) R. FINLAY, Provost.

The Lord Provost having left the Chair—Resolved unanimously, That the thanks of this meeting be given to his Lordship, for his prompt compliance with the requisition, and for the manner in which he conducted himself in the Chair.

**Debate in the House of Commons on the Navy Estimates,** per London Times newspaper, March 5, 1842, page 5.

'Sir Charles Napier said he was far from thinking that the present constitution of the Board of Admiralty had given satisfaction to the naval service. The changes of the members of the Board of Admiralty entailed considerable expense on the country, for no sooner was a body of men installed, than they changed most of the regulations of their predecessors. As an instance of the bad effects of the navy by a Board of Admirals, presided over by a civilian, he would state, that at the end of the last war the guns were in such a bad state, that when fired, they would scarcely hit an enemy. He might also mention, that during the latter period of the American war a secret order was issued that British ships of war should not engage American frigates, because the former were in such an inefficient state.—One captain after the receipt of this order, in coming in contact with an American frigate turned up his crew and told them that he had directions not to fight, for he was determined not to keep the order secret. As for himself (Sir C. N.) when he got the secret order, he put it in the only fit place to receive it—the quarter galley.

When you stand on a precipice with a young lady, (says the Knickerbocker,) always remember and put your arm round her waist to prevent her becoming dizzy. Ladies that have tried it say there is no antidote in the world at all comparable with it. Indeed a young lady of our acquaintance says that under such circumstances, she could look down Niagara for hours and not experience the least disagreeable sensation whatever. Quere—Isn't it

From the Albany Evening Journal.  
**PERILOUS ADVENTURE IN A SNOW DRIFT.**

One evening, about ten days ago, the mail sleigh, four in hand, en route from Binghamton to Utica, drove away from the village of Norwich in double quick time. The night was heavenly—the moon shone bright as day—the sky was without a cloud—the air was clear and calm; though cold—the sleighing excellent—and all combined to promise a rapid and pleasant drive to Utica, about fifty miles distant.

The passengers were four in number, three gentlemen and one lady, called to Utica by indisposable business. They were unknown to each other, but were destined, as the sequel showed, to become acquainted by an unexpected event.

Nothing occurred of moment until about three o'clock in the morning, when the sky became suddenly overcast, snow fell, and a Northwester set in, which increasing every moment, soon blew a heavy gale, enveloping, at intervals, the sleigh and team in a cloud of snow, and driving its sparklings on the passengers, who were seated inside of a large deal box cover, with oilskin curtains at the entrance.

It was soon apparent that the track was filling up, and had become very heavy; the movement of four fine horses was slow and labored, and the sleigh rolled and its joints and knees creaked like those of a vessel in a stormy sea.

The moon had now set, and nothing could be seen of the road but the top rails of the fence. No body spoke a word, but all felt that a catastrophe was at hand. The team now bolted, and the driver, a first rate fellow, and fitted for any emergency, requested the gentlemen to alight, as "he was fast in the snow drift." They were soon out in four feet of snow. The team then started, and after wading some fifty yards the gentlemen resumed their seats, all the worse for this exit, for they had filled their boots and overshoes with snow, and were shivering with cold, not having obtained the glow which long continued exercise, even in a very cold atmosphere, is sure to give.

They had proceeded a very little farther when, with a bound and sudden lurch, the sleigh heeled over and capsized down a slope. All inside was fairly knocked into pi. Valises and handboxes, hats, feet, heads and noses, all commingled in glorious confusion, each person mistaking his neighbor's limb for his own, and the lady undermost—for in the philosophy of stage upsetting the laws of specific gravity are completely reversed, the lightest bodies being sure to fall lowest. There she lay, so wrapped up in furred cloaks that she might easily have been taken for a carpet bag, well filled, and passed over as baggage.

The passengers found themselves encased in a square box five feet deep, dark as a dungeon, with the outlets at the top. Through this the gentlemen clambered with little difficulty. Every effort was then made by the passengers and driver to right the fallen vehicle, but to no purpose, in truth, they were all too much paralyzed by the cold—since ascertained to be 18 deg. below zero—to do anything in that way. The attempt was therefore abandoned.

A consultation was now held, and it was resolved to take refuge in the first habitation that could be reached. But true to American instinct, sympathy for the helpless and distressed, the lady was not overlooked; she was carefully extricated from the sleigh and placed in charge of one of the party, who pledged himself to conduct her to a place of safety. The driver mounting one of his wheel horses, plunged with his team into the snow, bound to Paris Hill post office, some two miles off, and the two young passengers—the whole party being ignorant of the difficulties to be encountered, or they would not have separated—started for the nearest house, supposed to be about half a mile off; they found it a long one.

The lady and her conductor were now alone, entire strangers to each other, and thrown into juxtaposition by an unforeseen event, which made a snow drift the place of their first acquaintance.

The gentleman over his knees in snow, introduced himself as J. S. V. R. of the city of Albany; the lady, in no better plight, announced herself to be Miss A. R. of Norwich, Chenango county. His overture was brief and very cold—her reception as short and more chilling; she was freezing; but what order could be expected in the frigid ceremonial of a snow drift?

The prospect around was cheerless enough. The ignorance of Mr. V. R. of the localities—the darkness—the intense cold—the boundless waste of deep and trackless snow—the great distance to the nearest dwelling—and the certainty that no assistance would come until day light, full two hours off—were stern realities which were to be met and overcome.

A sleepless night, three hours drive, confined in one position, without fire or refreshments of any kind, and the exposure in the first snow drift, were comfortable preparations for an emergency like this. No wonder his confidence wavered when he felt his own power flagging

**PIECES OF ADVERTISING.**  
1 square 1 insertion, 50 cts  
1 do 3 do, 1 00  
1 do 6 do, 1 50  
Every subsequent insertion, 25 cts  
Yearly Advertisements: one column, \$25; half column, \$18; three squares, \$12; two squares, \$9; one square, \$6. Half-yearly: one column, \$18; half column, \$12; three squares, \$8; two squares, \$6; one square, \$4.  
Advertisements left without directions as to the length of time they are to be published, will be continued until ordered out, and charged accordingly.  
Sixteen lines or less make a square.

under these withering influences—but there was no use in despondency. His own condition, and the shivering fragile before him, warm by indeed clad against the effects of external cold, but no way prepared for immersion in deep snow, admonished him that no time was to be lost in conducting her with all haste to a place of comfort and repose.

To regain the sleigh was the first suggestion, but do it was now impossible. Its only entrance was at the top of the box cover, and that was above her head. To climb up the smooth side was impracticable, and encumbered as she was with clothing, and sunk in the snow, to lift her up was beyond the power of one man; besides she recoiled from taking shelter in that dark cavernous hold. To advance, then, was the only alternative. Mr. V. R. proposed it to her—the consented at once, for she was of a resolute, enthusiastic temperament.

Forward was the way, with a titter she waded deep into the heavy mass of snow which lay directly across the road. She struggled along through this some ten rods, and then sank down helplessly fixed. Her conductor was at hand, however, to encourage her with his voice, and raised her by the aid of his hands. She was soon extricated and again under way. Another eight rods were passed and again she became fixed, and was again relieved, and again, and again, and again. And such was the process until some half hour had elapsed, and a quarter of a mile was gone over.

Matters now became serious; the lady was nearly exhausted, she spoke with a faltering voice, breathed hard, and panted like a deer run down by the hounds. A dead stop, for many minutes, was now unavoidable.

It was at that crisis that a candle shone from a distant window, announcing the arrival of the other passengers at the most accessible dwelling. It was indeed a cheering sight, and a beacon light of safety to the way worn travellers. Its effects on Miss R. was electrical; it reanimated her drooping energies, and she proceeded with renewed strength. One or two struggles and the drift was passed. The snow was still knee deep, but the footing was firm and even, which was a great relief, the difficulty in a drift being that one foot sinks deeper than the other, producing a staggering and unsteady gait, and frequently falls, wearisome in the extreme.

A half hour more brought them to the house of Mr. Simmons, 12 miles South of Utica, where they were received in the kindest manner. They were conducted into a warm stove room, beds offered to each of the passengers, but accepted by the lady only who was provided with every comfort her condition required by the kind hearted Mrs. Simmons. An excellent breakfast was then got ready for the whole party by Mrs. S. and her two daughters, of which all partook with appetite.

At day-light the driver rallied the neighbors, whose sturdy arms soon righted the overturn, and shortly after breakfast the sleigh drove up. The passengers resumed their seats, and arrived at Utica some five hours after usual time, not much worse, except the lady's hands, for the adventure in the snow drift.

In this reminiscence of the dreary night, though most of the details form rather a gloomy picture, there are bright spots on which the memory of the gentleman will delight to dwell. He will not soon forget the unwavering confidence of the lady in his pledge to rescue her at every risk; nor her burst of gratitude when drawn from a slough of snow—she would exclaim, "Oh! sir, how shall I thank you for this kindness? I should perish without your aid." Nor can he pass by the touching incident of the gloves. In the confusion and surprise of the overturn she had dropped her gloves from her muff, which were recovered the next day. Mr. V. R. found her contending with naked hands against the icy elements in which she was involved. He pulled off his own gloves and insisted on her using them; she steadily refused; in vain he protested that he was injured to fatigue and exposure, and was suffering nothing; her invariable answer was, "You shall not suffer on my account;" and she was inflexible to the end, and chose to freeze her own hands rather than expose his.

These traits of character are indicative of a generous nature, and a beautiful exhibition of woman's heart under an impulse of grateful feeling.

The writer of this narrative has travelled extensively this fall in these countries, particularly the Southwestern, and from personal observation he asserts, that a more intelligent, kind-hearted, hardy population are not to be found on the face of the earth.

"Mr. R. if you get my pants done by Saturday night, I shall be forever indebted to you."

"If that is your game, they'll not be done sure," said the tailor.

It's natural for spiders to spin; but it isn't natural for modern young women to spin anything but street yarn.