

The Farmer.

For the Lewisburg Chronicle.

Wheat, Clover, and Corn.

Mr. Editor: As I saw nothing in your Farmers' Column week before last, I thought I would give you my experience on the above. My experience in raising wheat for more than thirty years, was (to get good crops,) to keep my land in clover; and to get the clover to do well, I found that I must raise corn to keep the ground in order. Every six or seven years I raise a crop of corn on every field. By this way, in rotation, the ground is kept in order for the clover. To keep the land in clover too long, is not good; for the ground gets too loose, and the wheat does not do so well as when it is put to corn every six or seven years. The raising of corn puts the ground in a more settled state, and the clover will do better, destroy the weeds, &c.

I have of late years hauled my manure out in the spring on my corn ground; this improves the corn crop very much; and the next spring I put oats in it, and the good effect is seen in the oats. After the oats is off, I plow middling deep, and sow it with wheat. This is not so sure a crop as when I plow clover sod, but it puts the ground in such order that the clover will do well. I hardly ever miss a good crop of clover. After oats and wheat, I leave my fields in clover two years, and plow the third year for wheat, and then sow it with clover again, and so on in rotation. By this way the land will be kept in good order; and by using lime and manure freely, the land will improve and get better. I sow all my ground in clover that I sow in grain, every spring, so that all my ground is in clover or grain. I found it of great benefit to the ground, not to let it lie without clover over year.

I never found much difference in plowing clover sod early or late. I have raised good crops of wheat when I plowed about the 1st of September, and sowed about the 28th, I would prefer the late plowing if the weather would permit. To plow clover sod for fall is just as good if plowed two or three weeks before sowed, if it is only well pulverized, as if it were plowed in the spring and left to the storms and rains to wash off. I almost always, use lime on the ground when I take the oats off, before I sow the wheat; and by this way I have improved my land, and raise much more per acre than I did thirty years ago, when I first commenced farming.

By reading agricultural papers, and trying other's ways, I have improved my farm, so that I can "keep sight" of my neighbors and brother farmers. I wish that some that were more experienced in farming and writing, would let as hear from them, and their experience. I have been looking for something from the pen of my friend over the river, for I know that he knows how to raise wheat, clover, and corn.

A DUTCH FARMER.

Fountain Hill, East Buffalo, Jan. 24.

Roads.

Some people begin to find there has been a great waste of horse flesh, from the unnecessary steepness of hills over which they are required to climb in many of our long-traveled roads. This is a knowledge that has come late to portions of this country; but come it has, at last, and thankful we be, both for ourselves and the animals, that it is found to be a matter of dollars and cents to make roads approximating as nearly a level as localities and a reasonable expenditure will admit.

In a drive the past season of some hundreds of miles, mostly through the oldest-settled portions of the Eastern States, we often observed in some of the most frequent roads, steep ascents that might with little trouble be entirely avoided. A little more circuitous route, on a nearly level road, would enable the team to reach a point at an easy trot, with less fatigue and in half the time, he is tugging at his load now, dragging it up a steep hill, and anon holding it back. The entire cost of the land on some new route, and the expense of grading and working the road, would be repaid semi-annually by the economy in time and horse flesh, on portions of many of our thoroughfares.

We find the comparative drought of a horse on level and varying ascents, in Gillespie's work on roads, thus stated:

Table with 2 columns: Distance (in feet) and Weight (in lbs). Rows show: 100 ft. can draw 1000 lbs., 1 in 100 ft. can draw 900, 1 in 50 " 750, 1 in 40 " 720, 1 in 30 " 650, 1 in 24 " 540, 1 in 20 " 500, 1 in 10 " 400.

In round numbers, upon a slope of 1 in 44, or 120 feet to the mile, a horse can draw only three quarters as much as he can upon a level; on a slope of 1 in 24, or 220 feet to the mile, he can draw only half as much; and on a slope of 1 in 10, or 528 feet to the mile, only one quarter as much.

Though a horse, on a level, is as strong as five men, yet on a steep hill it is less strong than three; for three men, carrying each 100 lbs., will ascend faster than a horse with 300 lbs.

There is a popular theory that a gentle undulating road is less fatiguing to horses than one which is perfectly level.

It is said that the alternations of ascent, descent, and levels call into play different muscles, allowing some to rest while the others are exerted, and thus relieving each in turn. Plausible as this speculation appears at first glance, it will be found on examination to be untrue, both mechanically and physiologically; for, considering it in the former point of view, it is apparent that new ascents are formed which offer resistances not compensated by the descents; and in the latter, we find that it is contradicted by the structure of a horse.

"My acquaintance with the muscles by no means enables me to explain how a horse should be more fatigued by traveling on a road uniformly level, than by traveling over a like space upon one that crosses heights and hollows; but it is demonstrably a false idea, that muscles can alternately rest and come in motion in cases of this kind. Much is to be ascribed to prejudice originating with the man, continually in quest of variety, rather than with the horse who, consulting only his own ease, seems quite unconscious of Hogarth's line of beauty." [American Agriculturist.]

FEEDING.—Always be regular and systematic in feeding your stock. Regularity is the best balance wheel of Agricultural enterprise; derange this, and the machine "runs down." Stated hours and specified quantities—graduated according to circumstances, should invariably be observed. "Neither too little or too much, too often nor too seldom," this is the true policy.

To prevent oxen from hauling or crowding, it is only necessary to lengthen the yoke to break oxen of this vicious habit. In some instances we have been obliged to make yokes 12 to 18 inches longer than those ordinarily worn.

Accident on the Erie Railroad.

Yesterday, at 2 1/2 o'clock, as the express train from Horrellville was coming towards Piermont, at the speed of twenty-five miles an hour, the hindmost passenger car, containing between thirty and forty passengers, suddenly got off the track, broke from its connections, and tumbled with great violence down an embankment forty feet in height, into the Delaware river!

The car rolled over and over in its progress down the embankment, breaking into many pieces, the roof flying off in one direction, the sides, wheels, timbers and passengers all landing in a heap in the river. Fortunately, the car landed at right angles with the river, one end being near shore, where the water was only two feet deep, the other end where the water was five feet deep.

It seemed almost marvelous that any were saved alive, but it is believed that not more than three or four if any are lost. All who were taken out were greatly bruised. The brakeman who was on this car, jumped off, and fortunately landed on his feet, he received no injury. This gallant fellow seeing two ladies struggling in the water, one having an infant child in her arms, immediately plunged into the freezing element, and brought safely to the shore the child, who had become separated from its mother. Taking off his only coat, he wrapped it hastily about the child to prevent it from freezing, and returning to the river, rescued the mother and the other lady from a watery grave.

The night was intensely cold, and clothes of all who were thrown into the water, became frozen in two minutes. The accident took place between the stations of Hawkins and Equinunk, 200 miles from New York. The train was delayed about three hours.

Most of the passengers who were in the ill-fated car, were so bruised as to be unable to walk without assistance, but not many had limbs broken. Two gentlemen were left at Narrowsburg, whose recovery is considered impossible, so dreadfully were they lacerated. The accident occurred by reason of some defect in the rail, which threw the car off the track.—[N. Y. Sun, 30 ult.]

A Hundred Years Ago.

The Rev. Thomas Smith, of Falmouth, Me., in his quaint Journal and Diary of the weather, kept by him a century ago, has left on record data which prove the weather of 1750-51 to be the mildest of which there is any chronicle, in New England. We append a few extracts:

January 6th. No snow on the ground. 7th. Snow storm. 12th. Thaw. 15th. The frost is entirely out of the ground. 21st. Weather like May. 24th. This winter will go down memorial to posterity.

February. This month has been more like spring than winter—moderate generally; and several days as warm as May. 18th. Pleasant weather still. This winter ends—a wonder through the whole.

March 5th. Snow storm. 13th. Fine spring weather the rest of the month, except the last four days.

The giant youth, eighteen years of age, of foreign birth, weighing over four hundred pounds, who for some weeks past had been on exhibition at the North American Hotel, corner of Bayard street and Bowery, New York, died suddenly on Friday evening. An insupportable thirst seized him, and he drank several gallons of water daily, shortly before his death. He was under medical treatment, and his death appears to be involved in some mystery.

Appointments by the Canal Board.

Superintendent of Motive Power on the Columbia Railroad—Col. A. L. Rounfont. Superintendent of Motive Power on the Portage Railroad—F. R. West.

SUPERVISORS.

Delaware Division—Geo. W. Clawson. Eastern Division—James Gowen. Lower Juniata—J. S. Miller. Upper Juniata—J. P. Anderson. Portage Railroad—Wm. S. Campbell. Upper Western Division—J. F. McCulloch. West Branch—Geo. Crane. North Branch—Geo. Search. Susquehanna—H. D. Roadmaster.

COLLECTORS.

Easton, J. K. Heckman; New Hope, J. Sands; Bristol, R. Patterson; Philadelphia, A. B. Cummings; Paoli, J. J. Rowen; Parksburg, W. Roat; Lancaster, J. J. Keller; Columbia, S. Pearce; Portsmouth, Stephen Wilson; Harrisburg, S. J. Goodrich; Newport, Stewart Law; Lewistown, Wm. R. McCay; Huntingdon, A. Harrison; Hollidaysburg, A. A. Douglas; Johnstown, Dr. Marchand; Blairsville, D. Barr; Freeport, Peter Clawson; Pittsburg, John Hastings; Dunnsburg, W. A. Packard; Williamsport, C. D. Eldred; Northumberland, Wm. Wilson; Beach Haven, George Smith; Liverpool, John Huggins; Outlet Lock, Portsmouth, Wm. Cole; Juniata Aqueduct, J. Shoemaker; Freeport Aqueduct, R. Martin.

Harrisburg, Feb. 1.—The following additional appointments have been made by the Canal Commissioners:

Weighmasters.—Easton, Melchior Hord; Philadelphia, Geo. W. Scofield; Lancaster, —Dunlap; Columbia, Thos. Welsh; Portsmouth, D. Sheffer; Johnstown, Scales, E. B. Cotter; Johnstown Weigh Lock, W. B. Clark; Hollidaysburg, Robert Williams; Pittsburg, William Karns; Northumberland, C. S. Brown, of Lewisburg, Beach Haven, John Fruit; Junction Allegheny P. R. R. and Penna. R. R. H. S. Graham, of Lewisburg.

State Agents.—John Rankin, Philadelphia and Columbia Railroad; J. Cunningham, do; James Hunter, do; T. M. Michael, do; C. Brady, do; Capt. Hambricht, do; L. Frank, do; Isaac Waterbury, do; Oscar Hammond, do; A. P. R. Roads, Portage Railroad; James McIntyre, do; B. Ruff, do; V. Phelps, do; Samuel Barr, do; C. B. Soly, do; James Rice, do; Wm. Piper, do; Eagen, Donnelly, Boat Slips, Hollidaysburg; Charles Goodman, do, Johnstown.

Sunbury & Erie Railroad.

The newspapers along the surveyed route of the Sunbury & Erie Railroad are endeavoring to awaken the public mind—especially the mind of the Philadelphia capitalists—to a sense of its vast importance. They truly argue, that no improvement could be made which would so much benefit Pennsylvania particularly, and that its construction is demanded by considerations of the highest public interest. The Clinton Democrat, published at Lock Haven, on the Susquehanna, in urging the enterprise upon the attention of Philadelphians, says: "We confess we would like to see our city cousins open the way to the Lakes. We have mountains of wealth along the route—wealth which will only burn out with the sun, as has been said by a shrewd searcher after the hidden treasures of the earth. But that wealth must see the day, or it had as well not be."

A letter addressed to the editor of the Philadelphia Daily News from the town of Warren, communicates the following, among other, home truths: "Had the Sunbury & Erie Railroad been built instead of that by the Juniata and Pittsburg, the New York & Erie Road would not have been built. The Northern half of State would have been doubled annually in population and wealth, for a number of years. Philadelphia would have advanced with rapid strides on New York as a commercial city—the State tax would have been lightened at once, and the State debt being biotted out."

It has been suggested by a gentleman well versed in such matters, that a Company will probably be organized during the present winter for the purpose of renewing operations on the Sunbury & Erie road. It seems to us that a little vigorous and united effort is all that is necessary to carry it forward to complete success.—[Erie Gazette.]

Disastrous Steamboat Accident.

New Orleans, Jan. 30.—We have just received intelligence here of the loss of the steamer John Adams, Capt. Jones, while on her passage to Cincinnati. She left here on the 21st with a large cargo of produce, and nearly 200 passengers. When near Greenville, Miss., she struck a snag, and in a few minutes broke in two pieces, and sank. Nearly one hundred and fifty passengers were drowned, including eight or ten cabin passengers. The Adams was a new boat, and had been running but a short time.

FIRE.—The large two story frame building on Juniata street between Market and Third, formerly occupied as a tavern, was discovered to be on fire on Friday evening last, about seven o'clock, and although a large number of persons at once repaired to the spot, but little effort was made to arrest the progress of the flames. Most of the furniture was got out in some shape, a part whole, but a greater portion broken. The house was occupied by William Giffin and family and an Irish woman, and owned by Daniel Eichhorn and David Cador, Esq. The former had an insurance of \$500 on the Cumberland Valley Insurance Company of Dickinson township—the latter, we believe, none.—[Lewistown Gazette, Jan. 31.]

THE CHRONICLE.

H. C. HICKOK, Editor. O. N. WOODEN, Publisher.

At \$1.50 each in advance, \$1.75 in three months, \$2 paid within the year, and \$2.50 at the end of the year. Agents in Philadelphia—T. B. Fisher and E. W. Carr.

Lewisburg, Pa.

Tuesday Afternoon, February 4

ADVERTISE.—Executors, Administrators, Public Officers, City and Country Merchants, Manufacturers, Mechanics, Business Men—all who wish to procure or to dispose of anything, would do well to give notice of the same through the "Lewisburg Chronicle." This paper has a good and increasing circulation in a community containing as large a proportion of active, solvent producers, consumers, and dealers, as any other in the State.

In the absence of the Editor, we issue this paper in advance of the usual time, in order to perform other work on the press.

The communications of "A Mechanic," "Theta," and "Carl," shall be attended to next week.

We regret to notice that the U. S. Senate, in their attempts to amend the New Postage Bill as it passed the House, have struck out the section allowing newspapers to circulate in the mail, thirty miles from their place of publication, free of postage. If there be anything which the reading public demand more imperatively than another, it is the free circulation of home papers—the very thing which the Senate would deny them. We hope the House will adhere to their original bill, and let the whole matter fail, rather than pass a bill for the advantage of the city capitalists, without any similar aid to the country press, as the present postage bill would be as altered by the Senate.

Hon. Geo. R. M'Farlane, of Hollidaysburg, has become associated with O. Barrett, Esq., as joint owner and editor of the Harrisburg Keystone. Judge M'Farlane possesses great personal popularity, an active temperament, and holds the pen of a "ready writer," and his influence will be felt in whatever position he may be placed; yet it is no disparagement to say that he by no means equals Mr. Barrett in mental calibre and versatility of talent. But from the unambitious nature and retiring disposition of the latter, it requires the pressure of some strong emergency to bring his capabilities into action;—and only the few who have had opportunities of becoming intimately acquainted with him, are aware of the varied and extraordinary gifts with which nature has endowed him.

Hon. John A. Baker, of the "Perry Freeman," is appointed by the Governor, and confirmed by the Senate, to the vacancy occasioned by the death of Perry Orwan, Esq., late Prothonotary of Perry county. John Rice, Esq., of Bloomfield, has received the appointment of Associate Judge of Perry county, in place of Mr. Baker. Judge Baker will make an excellent Prothonotary; and we know of no one who would enjoy a seat on the Bench with a keener relish than our worthy friend Judge Rice. It is not often that a streak of luck falls to the lot of Perry county Whigs; and therefore suppose it will not be considered excessive politeness to tender our Democratic congratulations to our old neighbors upon their good fortune.

The full-length Portrait of WASHINGTON advertised by us recently, has reached us, and is indeed a beautiful and striking representation of that incomparable man. It will be sent, safely and post-paid, by John S. Taylor, New York, on the receipt of \$1. But a little over fifty years have elapsed since Washington closed his eyes in death, and yet how few there are living, who knew him personally! We know of but one such in this county—an elderly lady near the Borough, who saw him often in New York City, while he was President.

In the Chronicle of Aug. 25, last, we published a long communication to the people of Blair county, showing the advantages of Cotton Mills, written by Gen. CHARLES T. JAMES, of Providence. That gentleman, we see, has just been elected U. S. Senator for six years, from Rhode Island. Gen. James ranks with the Democratic party, but was elected by the votes of Whigs, who have a large majority in the Legislature which elected him.

Read the article from an Erie paper on the importance of a Railroad up the West Branch, through the new counties of Clearfield, Jefferson, &c. &c. A direct communication between the Seaport, Philadelphia, and Erie on the Lakes, would be vastly beneficial to the immense tract of country now almost unknown, and to the whole State by its benefits to the City and Erie.

We sometime since ventured the opinion that of the population of Stephenson county, Illinois, 1000 were from Union co., Pa. We since saw it stated that of the present population, 3360 were born in Pennsylvania, 2806 " Illinois, 1455 " New York.

New York State it is stated has a population of 3,100,000. Pennsylvania is still ahead of Ohio, which prematurely boasted herself the second State in the Union.

Robert M. Bard, Esq., of Chambersburg, one of the most eminent members of the bar in this section of the State, died on the 28th ult., in the prime of his life and usefulness.

The appointments by the Board of Canal Commissioners—several of which are of decided interest, heretofore—will be found in another column.

Correspondence of the Lewisburg Chronicle. MILWAUKIE, Dec. 18, 1850.

This—"The City of the West"—is still at the same place I found it, the fierce Lake storms to the contrary notwithstanding, and at the same place where old Mons. J. NEAU, but sixteen years ago, was the exclusive trader with the natives in the natal wigwam. But those scenes of hilarity and (doubtless) suffering, have during this brief period, passed away; and Juneau and his dauntless customers are perfectly amazed when they view the place and contemplate the change. The sudden and unprecedented transition from one extreme to another, before their very eyes, seems to them unnatural and unintelligible—a change from the wild, unbroken forest, made hideous by the savage yell and whoop of the untutored Indian, to the magnificent, and richly cultivated country, enlivened and beautified by Eastern taste and enterprise, improved—from the half-penny traffic in skins and furs, to the stupendous commerce that covers these inland seas with sails—from the winding path of the red man, through an unbroken forest, to the popular plank-road, the railroad, and the Telegraphic wire, which are traversing a well cultivated and rapidly improving country, east, west, north, and south, through the length and breadth of this promising Empire of the West. Now and then these ejected monarchs of the soil, can be seen leisurely traversing our streets, with mouth and eyes open, in utter astonishment, scanning the grandeur and magnificent operations of their pale successors upon the romantic sites of their former wigwams. The tribe of Brothers, who have a Reservation on the east bank of Lake Winnebago, have men among them, of considerable mind and character, who manage their municipal affairs about as well as their neighbors, and speak the English quite passably; but there are other tribes, who also have Reservations in the northern part of this State, who are miserable looking creatures, and I think they do not deceive their looks; and they would be nothing else but miserable, if they had the gold of California at their command.

The winter has set in for certain; the river at this place, is closed from shore to shore; and the Lake is piling up the ice on its shore in no small quantity—an unmistakable hint to cease operations upon the waters, for the season. To-day, we heard the first sleighbells, and from the way the feathers are flying while I am writing, I think the prospect for a sleigh-ride is quite good.

As trade upon the Lake closes, every variety of enjoyment is introduced, to keep the mind in exercise, and enable all to employ their leisure hours to the best advantage. Literary societies, debates, reading-lectures, &c., seem to be the order of the days and nights; and those who enjoy the exercise of the best more than that of the mind, of course have their place in the programme, and enjoy themselves (by annoying the better disposed class of the community,) by kicking up their own understanding; but thanks to the better breeding of the age, that class is comparatively small.

The citizens from the different States, have also their associations, gotten up in a commendable spirit of sociability, patriotism, and State pride, which no man can feel, at home, as he feels it while abroad, mingling with so many from every other State and country. These associations are generally attended by all who claim nativity among them; yet sometimes, even these patriotic social meetings are made the source of pain, chagrin, and shame, when that seducing enemy to man's happiness is introduced upon the festive board. The more popular and creditable societies, are those which have for their object the improvement of the mind; and I am happy to say that they exercise a very salutary influence over the minds and habits of the young, not only by the useful knowledge imparted, but also in the gentle restraint they exercise in drawing and keeping them from the theatre and other haunts of vice and immorality. The lectures of the Young Men's Literary Society, are generally literary feasts, that are freely sought, and enjoyed by the young and the old, of every grade.

The different religious denominations are also active, these long winter nights. Those who love the service of their God, have abundant opportunity, and scores of company, in this holy exercise, and look forward to the exercises of this winter, (under the approving smiles of their Divine Master) as instruments in His hands of adding scores to the churches of "such as shall be finally saved."

Thanksgiving day was observed here, on the 12th ult., very generally; stores and offices were closed, and churches open, (and roast turkeys had to suffer in the afternoon). It was a pleasant thought, that while we observed the day set apart for thanksgiving and prayer by the authorities of our adopted State, we at the same time

were united in the same service by our friends in our own much loved Commonwealth. More anon, M.

News & Notions.

It is stated in the Union that Gen. Houston has accepted the invitation tendered him to visit Harrisburg about the 22d of February.

The Blair County papers notice an accident by which Mr. James Stever of Hollidaysburg came near losing his life. Observing that his fluid lamp burnt low, Mr. S. attempted to fill it while burning, when it burst—in a moment, he was enveloped in flames, and ran in agony to and through the streets for some time before any assistance could be rendered him. His suffering is intense, and his life despaired of. We would caution those who use these lamps, against filling them while they are warm.

Washington, Jan. 31.—Hon. David S. Kaufman, member of the House of Representatives, died suddenly at the Irving House this afternoon. Mr. Kaufman was apparently in excellent health this morning, and his sudden death has cast a gloom over a large circle of friends. His family were with him in his dying moments.

Albany, Jan. 31, 9 1/2 P. M.—The Whig Caucus unanimously nominated Ex-Gov. Erncus Hamilton Fish, as their candidate for United States Senator, to succeed the Hon. Mr. Dickinson, whose term expires on the 4th of March next.

Trenton, Jan. 31.—The Democrats in joint session adjourned until the 14th of February, without acting on any nomination. The Democratic caucus at Trenton, preparatory to the joint meeting to be held this afternoon, has agreed upon John R. Thompson, for Senator.

Cincinnati, Jan. 30.—The steamboat St. Paul and Isabel have arrived at St. Louis with nearly 200 California passengers and about \$50,000 in gold dust.

A long list of articles to be sent to the World's Fair from South Carolina, is published in the Charleston papers. It includes various specimens of cotton goods.

Several persons have been arrested in Albany, charged with counterfeiting Mexican shillings.

A bill is at present before the Virginia Legislature, prohibiting the retailing of spirituous liquors to the negroes.

No less than three thousand bowls of soup were distributed by the Moyamensing Soup Society, on Friday last.

New York, Jan. 31.—No tidings yet of the steamship Atlantic. The Canada which is now out 13 days from Liverpool, is fully due at Halifax, and it is hoped she may bring some account of the Atlantic.

Fire.—We regret to learn that the Newsman's Store, at Canton, was destroyed by fire on Saturday last, at mid-day. The fire caught, we understand, from a stove-pipe in an upper story, and when discovered had made such headway as to render it unmanageable. The effects of the Odd Fellows, which were in the third story, were entirely consumed. The building was new and insured for but \$600—loss above insurance, probably \$800. There was insurance upon the store goods sufficient to cover their loss.—[Bradford Argus.]

Boston, Jan. 31.—An actor at the Museum named Lewis, attempted to stab his wife this morning during rehearsal, but she caught the knife in her hand, cutting it severely. He was then seized and bound, but succeeded in getting a razor from his pocket and cut his throat, but not dangerously. His wife goes by the name of Mrs. Suckney.

Baltimore, Feb. 1.—The brig Glamorgan, from Kingston, arrived this morning, reports that on Tuesday night, in the Chesapeake, off Bull Point, came in contact with and sunk the schooner S. C. Davis, from Baltimore for New York, laden with coal. The captain, mate and cook were drowned.

Mr. James S. Wadsworth, who is a passenger on board the missing steamer Atlantic, is one of the wealthiest men in the State of New York. A letter from his sister in England, Mrs. Murry, states that she parted with him on board the Atlantic.

A man by the name of Hasting was drowned on Monday evening last, at Cannon's Ferry, Sussex county, Del., while crossing the Nanticoke river at that place. He had been to a quilting party, came away intoxicated, and while crossing the river, fell from the skiff and was drowned.

Mr. Jesse Gaylord, of Bristol, Conn., a pall-bearer at the funeral of Mrs. Johnson, while in the act of lowering the corpse into the grave, suddenly fell back and expired. He was forty-four years of age, and had always been a remarkably healthy man.—[N. Haven Journal.]

Oliver Powers, an excellent painter by trade, recently from Towanda, Pa., committed suicide at Elmira, N. Y., last week, by shooting himself with a pistol. Cause—Drunkenness.

The population of Millin county is 14,964. Increase in ten years, 1,862.

Rev. L. Dickens, of the Methodist Episcopal Church at St. Paul's, called at our office this morning and reported progress; he came across the prairie yesterday from Brock's, on the Ogaly river; and while he and two other Missourians were driving the distance of twenty-four miles, shot in their sleigh thirty-four prairie hons from the trees.—[Willow River, Wis.] Inquirer.

Always be good natured. A drop of oil will do more to start the most stubborn machinery than all the vinegar in the world.

A correspondent of the Boston Traveller states that a young man named Baylies Staples, the medium of some "spiritual rappings" in the house of Mr. Gardner, Ananias street, Fall River, on Sunday evening suddenly fell on the floor dead.

Col. Benton stated on Monday, in a speech which he addressed to the Senate, that Col. Fremont was detained at his home in California by indisposition, and that it was impossible to say when he would return to Washington.

Boston, Jan. 30.—On the Cheshire R. Road near Walpole, N. H., on Tuesday night, a freight train, loaded with beef, cattle, horses, sheep, &c., broke on a slide, by which the cars were thrown down an embankment a distance of 75 feet, breaking the cars and killing nearly 180 sheep, several horses and oxen, and badly wounding many others. The men upon the train escaped with slight bruises.

Baltimore, Jan. 31.—The Police went out to day to the place designated by Childs, the robber of Adams' Express, and after digging and searching all day, found about thirty dollars scattered about. It is supposed that Childs has accomplices who have removed the bulk of the plunder. The total amount thus far recovered is \$294.

The New York Tribune calls the election of Senator Broadhead in Pennsylvania, the triumph of the Young Democracy, or Cuchanan faction over the Old Hunter or Decker faction of the Democracy.

Robert Rantoul, Dem., has been elected U. S. Senator by both Houses of the Massachusetts Legislature for the short term.

Mr. George Thompson, the celebrated abolition agitator, is lying seriously ill at the house of Mr. Garrison.

As a general thing, the less a man reads the more laconic he is. Put a dozen ignoramuses in a room, and they will wrangle all night about the "constitutionality of a saw mill."

The decision of the New York Supreme Court in the preliminary questions in the Forrest divorce case, has been given in favor of Mrs. Forrest. The main question will now go to trial before a jury, and all pleadings will be before the Judge who tries the case;—consequently, the measures necessary to prevent or relieve against surprise will be more perfectly within his power than when issues were sent to courts of law from the Court of Chancery.

Casper Dull, Esq., of McEwensville has received the appointment of Revenue Commissioner from this judicial district.

John J. Audobon, the celebrated Ornithologist, died on Monday last at his residence in New York, aged 75 years.

Fatal Accident.—On the 23rd ult. a fatal accident occurred in Washington township, Lycoming county. Two children of Sael Roaster's went into the woods to cut wood; the oldest one told the younger to run out of the way as the tree was falling in the direction of him. This it appears frightened him so that he ran in the wrong direction, and the tree fell directly upon him, mangled him in a very severe manner, so that he died the same evening about 7 o'clock; leaving his afflicted parents to mourn his untimely death. He was about 8 years old.—[McEwensville Intelligencer.]

The recent accident to the Hon. Preston King—the breaking of his knee—will prevent him from resuming his seat in Congress during the present session.

A correspondent of the Boston Traveller says that the emigration to Oregon last season was greater than ever before, amounting from 4000 to 6000.

The Bloomington, M'Leans county, (O.) Whig, says that the father of a young boy, who died from injuries received from the upsetting of a stage last summer, has recovered fifteen thousand dollars damages.

Mr. Kauffman, who died recently in Congress, was a native of Cumberland Co., Pa., and graduated at Princeton College in 1833.

It is stated that a new free-soil daily paper is to be started shortly at Washington. This paper is to be edited by F. P. Blair, Esq., who will support Bent for the Presidency.

Lewisburg Market.

Corrected this Day.

Table with 2 columns: Commodity and Price. Rows show: Wheat 85@90, Rye 50, Corn 40, Oats 30, Flaxseed 100, Dried Apples 10, Butter 12, Eggs 10, Tallow 10, Lard 10, Pork 10.

IMPORTANT to those having impurities of the Blood.—BRANT'S PURIFYING EXTRACT, the most wonderful Purifier in the world, is now put up in Quart Bottles. 25¢ per advertisement headed "64 DOSES." It is so strong and purifying, that one bottle (less from ten to thirteen days longer than Sarsaparilla.) To the Apothecary, Lewisburg.

ANOTHER SCIENTIFIC WONDER.—PERRY'S ANTI-BILIOUS PILLS FOR GASTRIC AFFECTIONS.—A great Dyspeptic cure, prepared from the fourth stomach of the Ox, after direction of Baron Liebig, the great Physiological chemist, by J. S. Houghton, M.D. No. 11 North Eighth St. Philadelphia. This is a truly wonderful remedy for indigestion, dyspepsia, jaundice, constipation, liver complaint and debility, curing after various other methods, by Nature's own agent, the Gastric Juice. See Advertisement in another column.

MARRIED.

On the 23d ult. by Rev J. G. Anagnost, Jacob BAKER and Miss MARIA SEARUBT, both of White Deer.

On the 16th ult. by Rev T. Mitchell, Mr. R. M.