t is the part of wisdom to be forewarned. Lake Eric was To prevent trade and travel from leaving the public works of Pennsylvania, you must build up Pittsburg—you must offer every inducement at that point to prevent the trade of the west from diverging from the Qhio river at Cincinnati, at Parkersburg or at Wheeling. How, let me ask, Mr. Speaker, are you to accomplish this, if you clog up the avenues leading from though it were one of her own suburbs. The interests of the two cities on this great question of securing the western trade cinnati. That is the great point of divergence, where the cities of New York and Byston come in competition with Philadel-pkin and Baltimore. Let the trade once on the New York canals of \$2,841,410 30. New York, to Ogdenburg, on the St. pkis and Baltimore. Let the trade once disembarked at Cincinnati and enter on the channels of communication leading to on a railroad parallel with the Eric canal, and unbroken connection between Boston the lakes and it is irretrievably gone. and chiefly upon its banks, extending also and Lake Ontario, and taking advantage Penn-sylvania must open every avenue to from Athany to Dunaio.

The Penn-sylvania must open every avenue to this road during the year 1850, were this road during the year 1850, were slightly also be added the profits on the trade which the sylvania must open every avenue to this road during the year 1850, were slightly also be added the profits on the trade which the sylvania must open every avenue to the sylvania must open every inducement. The sylvania must open every inducement this road during the year 1850, were salvania must open every inducement. The sylvania must open every inducement this road during the year 1850, were salvania must open every inducement. The sylvania must open every inducement this road during the year 1850, were salvania must open every inducement. The sylvania must open every inducement this road during the year 1850, were salvania must open every inducement. Pennsylvania must open every avenue to from Albany to Buffalo. The receipts on of the Welland Canal, made by Canada, in her power to keep the trade on the Ohlo river until it reaches Pittsburg. She "freight, must make freight and transportation cheap -she must reduce her tolls-the Pennsyl vania railroad must do the same-aye, sir, they must do it immediately or it will be too late, irrevocably too late. To think of taxing and imposing burthens on the trade | Showing a nett profit of one million four commercial reservoirs, and which are within our State limits, with a view of interdicting a free commercial intercourse at the eastern terminus of our improvements.

the Commonwealth "poor indeed." The rivalry of the northern cities of New York and Boston is what should command the immediate attention of both Philadelphia and Baltimore-and they should make a joint effort to counteract the exeroffering such inducements on the upper from the lakes; and in the second place steamboat navigation on that la which have been made by our northern finished as it is, were, for the year 1850, The time is come when they must unite neighbors to secure the trade of the Ohio and the lakes! Look at the numerous improvements which have been constructed to carry the trade of the Ohio and the Mississippi to the lakes, and from the lakes to New York and Boston; for to our shame be it said, there is no direct outlet from those great inland seas to Philadelphia or Baltimore, although both are nearer ten thousand five hundred and ninety six important link in any chain of Railroad to the lakes than either of the former cities! I will refer to a few of those im- Dunkirk before the first of May of the the valley of the Susquehanna. Whether provements, Mr. Speaker, and to the trade present year. of the lakes to show Senators, who have not turned their attention to this subject of the humiliating fact that his own native roads and Canals by means of the Williamwith what wisdom New York and Boston State is without a commercial thoroughfare sport and Elmira Railroad; or continued have stretched out their iron arms to em- to the lakes, would have looked with as. by the route of the Sunbury and Eric Railof the wonderful West.

that point the Ohio canal is constructed exsequently against Philadelphia and Balti- to Lake Eric!! more. A railroad has also been construc-

igan to the Illinois river. That catal ton, without bonus, and without taxation!! legislation. A stronger case illustrating connects the Mississippi river with the From that day to this, New York and the necessity for this improvement could lakes-and has a water line of sixty feet Boston have made common cause in not perhaps be referred to, than the fact and is six feet deep. The commerce of drawing the trade of the Ohio, the Missis- that you have three senators on this floor: Chicago bears testimony to its importance. sippi, the far west, to the lakes-because the Senator from Potter, (Mr. Ives.) the There are many other valuable improve when at the lakes they enjoy a monopoly. Senator from Tioga, (Mr. Guenner,) and ears and hear not.

M.iles! And of one hundred and forty-six ments finished and in progress, reaching No jealousy there, sir, of either Philadel- the Senator from Bradford, (Mr. SANDERmiles for Baltimore !! This, Mr. Spea- to the lakes; but, sir, I will not weary phia or Baltimore! er is; he prefered route from Baltimore Senators by refering to them in detail. I o the west. It is the route that will compets fairly with the free navigation of the table showing the value of the entire com- is completed, and has been in operation at the present session, the New York and Ohio river and the Pennsylvania railroad merce of the lakes both imports and for the trade and travel at Cincinnati. Sir, exports, for the year 1848-and I regret I do not claim to be "prophet, nor the that I have not been able to lay my hand son of a prophet," but "coming events are upon the reports for the year 1849. The now custing their shadows before" us, and value of the trade in the year 1848, on the same period, were \$585,322. Leaving ling in all more than 500 miles each. now custing their shadows before" us, and value of the trade in the year 1848, on

" Huron Ontario, Champlain

Showing the total value of our Lake your improvements to Baltimore, and trade, for the year 1848, to be over one The profits on the Erie Cacompel your forwarding houses at Pitts- hundred and eighty-six millions of dollars! burg to say to the merchants of Baltimore | Forty millions of dollars, sir, more than We can not carry your merchandise and the whole foreign export trade of the U freight through Pennsylvania, because States! And I have not included in my Philadelphia, to avoid the competition of calculation the passenger trade; in itself a Baltimore, has closed up the avenues lead- most important and profitable item. One ding to your city! We can offer you no hundred and eighty-six millions, Mr. choice of markets, if you come to Pitts. Speaker, of a commerce concentrated on burg-you are then in the Philadelphia your northern frontier, accessible within net, and to that market you must go nolens your own borders, through the best harbor To which add profits on roleas! Sir, do you think such a policy on Lake Eric-and yet Philadelphia has will promote the interests of this old Key- never esteemed that trade worthy of her stone state? Would it benefit Philadel- attention! How is it with New York and phia? No, sir, she is a great and a noble Boston? Sir, I propose to show as briefly city increasing in wealth and population as possible-and I take pleasure in acin a progressive ratio that has astonished knowledging my indebtedness to his Ex-her rival sisters. She has nothing to fear cellency Gov. Hunt, for a copy of his from the lakes to New York and Boston, from the rivalry of Baltimore, but could report as late Comptroller of New York, five millions four hundred and thirty nine transact her business through that city as from which I have extracted most of the thousand three hundred and thirty five Sir, his towering mind, enabled him, afar

and travel are identical. They must unite beart and hand in offering all the attraction the Hudson, to Buffalo, on Lake Eric. board. The city of Boston, not satisfied tions that both can command to induce the On that Canal and its several tributaries, I with dividing the trade at Albany with trade of the Ohio to pass the city of Cin- find the gross receipts for the fiscal year New York, has constructed a Railroad 1850, to amount to \$4,486,172 30, and across the Granite hills of New Hampshire, the expenses for the same period \$644,762, over the Green mountains of Vermont, and

\$2,735,598 Total receipts,

Expenses for the same period, 1,303,727

hundred and thirty one thousand eight hundred and seventy-one dollars!

But New York did not stop here. In the giant strides of her enterprise, she com- valley of the Ohio, trade that legitimately is monstrous; for while it will " not enrich" Philadelphia, it will in the end leave menced and has now on the verge or completion her great New York & Erie railroad, extending from Piermont, on the Hudson, twenty-four miles above New policy which has drawn this entire trade York city, through the southern tier of to the lakes by throwing wide open every counties of that state to Dunkirk, on lake avenue to market, and by offering every Erie. This road was completed and in inducement that human ingenuity or tions of those cities: in the first place by use during the past year from Elmira to Yankee enterprise could invent. Piermont, and a portion of the year from find no prohibitory taxation there, Mr. Ohio as would carry the trade above the Hornelisville. At Elmira the road connects Speaker-no selfish carping about 'tapcity of Cincinnati, and thus keep it away by railroad with the Seneca Lake; and by ping" the improvements of sister states, by constructing a perfect line of improve- nection is had with the railroad from Buf- is enriching both, and which Philadelments through Pennsylvania to the harbor falo to Albany at Geneva. The receipts phia and Baltimore, Pennsylvania and of Eric on lake Eric. See to the exertions on the New York & Eric railroad, un-

> For Passengers, For Freight.

Nett profits,

brace the travel and to grasp the tonnage tonishment at the efforts which New York road to the harbor of Erie, it holds in eith As I before remarked, Cincinnati is the trade of the west. But in this age of pro- your eyes upon the map sir, and look for great focus of trade on the Ohio. From gress let him not be astonished at any- the meridian of Washington-trace that tending from Portsmouth on the Ohio river 1 observe that books are now open for sub. Harrisburg, Withamsport and Elmira are to Cleaveland on Lake Eric. On this canal scription to the stock of the Mohawk Val- almost on the same meridian. By mamaximum rates of toll are established, dis- ley Railroad, to be located on the North king a Railroad from Harrisburg to Elcriminating strongly in favor of the Lake Bank of that river, running parallel with mira, where you connect with the New and against its rival, the free naviga- the Grand Erie Canal and the Railroad tion of the Ohio river. The effect of this from Albany to Buffalo. Thus making Railroad communication from Philadelphia is self-evident-it is a discrimination not the third line of improvement from Albany and Baltimore to Lake Erie. Twenty-

only in favor of the Ohio canal, but also in to Buffalo, by the same route, and the five miles of the road between Williams. favor of New York and Boston, and con- fourth great thoroughlare from the Hudson Now, sir, I come to a branch of my arted from Cincinnati to Cleveland, connec-gument to which I ask your attention. ting with a line of railroads, now com- New York having expended her millions pleted, extend from Cincinnati by Spring-tield to Sandusky city. The Wabash and Buffalo, and the Railroad on its banks, thus Erie canal, opens a water communication | concentrating the entire trade of the lakes | distance from Elmira to the city of New between the Wabash river in the State of at Albany on the Hudson; the capitalists York is two hundred and eighty-three Indiana and Lake Eric at Toledo. This, of Boston asked a charter for a Railroad miles-from Elmira, by the valley of the Mr. Speaker, is one of the most important extending from Albany to West Stock- Susquehanna, to Philadelphia is two huntributaries to the commerce of Lake Erie. bridge, and connecting at that point with But a few years ago, and you could not Western Railroad in Massachusetts, therefind the name of Toledo on your map- by effecting a direct Railroad communica. now, sir, there is one uninterrupted stream tion from Boston to Albany. In other of steam beats employed in carrying the words the city of Boston asked permission trade of that port to an eastern market. to "lap" the public improvements of New in the year 1849 there were shipped from York, at their point of convergence-the Lakes, but the route through Pennsylva-Toledo 2,052,071 bushels of corn-715, very commercial focus of the State-the nia has the advantage in grades-the ele-.45 bushels of wheat-142,452 barrels of city of Albany. What did New York do, vation in no instance exceeding forty-five flour-7,312,57 lbs. of bacon and pork sir? Did she refuse the request of her leet to the mile, and that only for a short -5,659,241 lbs. of lard. The value of Northern neighbor? Did she propose to distance at a single summit. For more merchandise imported and exported build up a Chinese wall between New than one hundred miles the grade is under four feet to the mile. On the other hand, the total value of the commerce of that between the two States ! No, sir, wiser the New York and Eric Railroad has all port for the year was \$12,690,789. Does counsels prevailed. New York saw the the difficulties of steep grades, short curvanot this exhibit of the trade of a little port overshadowing advantages which the im- tures and high bridges to encounter east of which has sprung up at the mouth of the provements of that State would possess if Elmira, and worse than all, a transhipment Maumee since the completion of the Wa- they offered a choice of markets at their takes place at Piermonr from the Railroad bash and Erie canal astonish Senators? eastern terminus. She saw that it would Yet, sir, let me tell you that that trade is exercise a controlling influence not only these circumstances, sir, I cannot doubt for in its infancy-it is going on increasing at on the lakes, but on the Ohio, and in the a moment, that this doubly important cona ratio incalculable. And this is but one west, in determining the channel which the nection between Harrisburg and Elmira, port of the many on Lake Eric.

I would point also to the Illinois canal, pursue to an Atlantic Market. She freely italists in both Philadelphia and Baltimore, unless they should be detered by unwise extending from Chicago, on Lake Mich- and cheerfully granted the request of Bos- unless they should be detered by unwise

\$115,785,048 the nett income or profits for the year Now, sir, two of those Senators reside in 848,152 \$755,458. I observe, sir, that 343,507 the valley of the Susquehanna less than 24,320,481 barrels of flour, and 273,600 tons of Mer- 150 miles from Harrisburg, the other lives 28,141,000 chandize in all, passed over the road du- about 50 miles further off-and yet they 16,750,700 ring the year.

639,524 the aggregate will stand. The Senate will the Susquehanna! This is the manner in then see whether New York has lost any which the Senator from Philadelphia prothing by her liberality. My previous cal- poses to improve the North! culations show that,

> nal were On the Railroad from Albany to Buffalo On New York & Erie Railroad

Total profits on New York Improvements for the year

Total Profits

Western Railroad from Albany to Boston

Making the nett profits for a single year statistics I am about to lay before the dollars !! And this sum, Mr. Speaker, off, to Senate, relative to the cauals of that State. surprisingly large as it is does not embrace First, then, New York constructed her the profits on the entire carrying trade In the next place, N. York constructed Lawrence, thus accomplishing a perfect 857,015 passes down the St. Lawrence on the

Canada improvements to Montreal and

Quebec.

Where, Mr. Speaker, let me ask you, do the immense supplies come from that \$1,431,871 are filling to overflowing these great crowding all the thoroughfares leading to New York and Boston? Sir, I am sorry to say that a large proportion is from the belongs to Philadelphia and Baltimore, but which is "spirited away" by the superior policy of New York and Massachusetts-a a generous rivalry which Maryland, would do well to emulate. \$363.209 in self defence, not only in securing the 446,934 trade of the Ohio, but in in opening a - line of communication from the lakes. \$810,143 They are mutually interested in both, Expenses during same period. 399,547 and their united exertions are required to command success.

The York and Cumberland Railroad, as Making a nett profit of four hundred and I before remarked, Mr. Speaker, is a most dollars. This road will be completed to improvements that may ever be made along the road be extended to Williamsport and A Pennsylvanian, Mr. Speaker, in view thus connected with the New York Railhas already made to accommodate the er case the same important positiou. Cast thing, for by the last New York papers line and you will find that Washington. York and Eric Railroad, we have perfect port and Elmira are completed, leaving but one hundred and forty-five miles yet to be constructed. The value of this connection will be seen at a glance. It makes Elmira a point common to the routes from Dunkirk and Buffalo to the cities of New York, Philadelphia and Baltimore. The dred and seventy-seven miles-and from Elmira to Baltimore, is two hundred and fifty-six miles; by which you will perceive that Philadelphia and Baltimore are both nearer to Lake Erie by this route, than New York! They are not only nearer the cars to steamboats on the Hudson. Under

son,) residing on and near the line of the The Western Railroad from Albany to proposed road, who adopted as the best several years. During the past year the Erie Railroad to the city of New Yorkreceipts on that road were \$1,343,810, of thence across the State of New Jersey to this sum the receipts for freight were Philadelphia, and from Philadelphia to are now gravely asked to vote for a pro-

> But, Mr. Speaker, the Sunbury and Erie railroad is the great improvement that Phil-

adelphia must resort to, at last, to secure the trade of the lakes. It is the route the 1,431,871 Pennsylvania railroad should have adopted-and Philadelphia will yet be driven to 410,596 it in self.defence. In a speech in the Chinese Museum, in that city a few years since, I endeavored to impress upon the minds of her capitalists the importance of this measure, but was unsuccessful. This, sir, was the favorite project of the late Nicholas Biddle, of your city-and what, 755,458 ever may be said of him as a politician, or a financier, all agree, that on questions of internal improvement and commerce, he was one of the most sagacions and far-secing statesmen in this Union. His fault was, if fault it be, that he was twenty years tory U.S.A., Penmanship and Composition. in advance of the age in which he lived .-

> — To see the tops of distant thoughts. Which men of common stature never sa Had he lived, and maintained the strong hold which he once had on the affections of Philadelphia, that city would long since have been placed in relation to the trade I have attempted to describe, where New York and Boston now are. But, I am pleased to observe that your intelligent Board of Trade, sir. have at length turned their attention to this long neglected improvement; their views are those of enlightened wisdom, and I commend them to the attention, not only of Senators, but of every business man in Philadelphia and Baltimere. In their last annual report they say, " that it is time that we should look elsewhere than to the centre of the State and to lines of central communication.-From the mouth of the Juniata to the harbor of Erie, there is not one mile of railroad constructed; and this, though a population, according to the census of 1820, of upwards of 400.000 people is there to contribute, by their industry and products, to our business prosperity. A railroad comnunication from the head waters of the West Branch to the harbor of Erie is

known to be practicable. Surveys have een made, and its probable cost ascertained. Philadelphia has too long turned her back on that wonderful region; for wonderful it is, at least in its mineral resources, with its mexhaustible and accessible masses of iron and bituminous coal, thro' which, by almost bridle paths, (for there are yet, to our shame be it spoken, wilderes from the mouth of the Sinnemahoning to the head waters of the Allegheny and of the Lake streams. While New York is pushing forward its Erie railroad along our Lake shore, and through our neglected territory, we are contont to see not only north-western Pennsylvania, but all the intermediate territary, influenced by adverse policy to us, pass away to commercial allegiance in another State. It is high time that our eyes should be turned in this direction. It has ceased to be a question of rival routes. And whenever those improvements north westward from the Suspehanna shall be seriously begun, then aking Sunbury and Catawissa as the points by which the river is ultimately reached Philadelphia, with its works extending north from Harrisburg, and northwestward from the head waters of the

Schuylkill, may claim it all, beyond the reach of rivally." Mr. Speaker, the lumber trade, alone, of the last year, on the West Branch of the Susquehanna, amounted in value to more than \$1,000,000. The village of Williamsport, in which I reside, shipped by canal, over 16,000,000 of feet of lumber-and this trade is but beginning. Give us a direct communication by railroad to Philadelphia and Baltimore. Abandon the idea that Philadelphia will not be benefitted, unless her citizens can see the employ of the communication by the impediate to be ready for occupancy at the communication of the Library contains a number of select volumes, and is constantly increasing.

Chemical Apparatus has been procured sufficient to communication. less her citizens can see the smoke of the locomotives, and hear the cars rumbling over the Market street bridge. Such is not a broad, liberal and statesmanlike policy -it is unworthy of l'hiladelphia. Throw open all the avenues leading from the interior-give our iron masters, our lumbermen, our miners, and our farmers, the advantage of the best markets, wherever they are to be found. You will then, sir, see the wilderness of the West Branch disappear, her valleys will be made vocal by the panting of the engine and the hum of industry and enterprize; you will see her "floods clap their hands, and her mountains be joyful together."

LINES,

REITIES IN A LAWYER'S OFFICE ON THE APPROACH OF SPRING Whereas, on certain boughs and sprays, Now divers birds are heard to sing, And sundry flowers the bends upraised-

Hall to the coming on of Spring. The songs of those said birds arouse The memory of our youthful hours, As green as those said sprays and boughs, As fresh and sweet as those said flow

The birds aforesaid - happy pairs -Love, 'mid the aforesaid boughs, enshring In freehold nests—themselves, their heirs, Administrators, and assings.

Oh busiest term of Cupid's Court, Where tender plaintiffs actions bring-Seasons of frolic and of sport, Hail, as aforesaid, coming Spring!

He who is an ass, and takes himself to be a stag, when he comes to leap the ditch he finds his mistake. Blue Devils-a pair of feminine sky-col-

ored eyes illuminated with good-nature. Why are potatoes and wheat like the idols of old?

Because they have eyes and see not, and

Stone Coal for sale. To Blacksmiths.

BITUMINOUS COAL, from the West Branch and from Hollidaysburg, for sale at the Shop of the subscriber, near the Havscales on Third St.

ALEX'R AMMONS. Lewisburg, May 7, 1850

Grain Drills. THE undersigned wish to inform the

they are now manufacturing Let us now recapitulate, and see how hibitory tax on an improvement leading up the aggregate will stand. The Senate will the Susquehanna! This is the manner in DRILLS, or SOWING MACHINE. Without stopping to discuss the comparative merits of numerous Drills now offered for sale, they merely wish to invite Farmers to call and see the above named article before purchasing elsewhere, feeling confident that they can furnish an article that will give entire satisfaction.

ROSS, GEDDES & MARSH. Lewisburg Foundry, Aug. 13, 1850.

NIVERSIT at Lewisburg.

CURCULAR for the Academical Year commencing Oct. 17, 1850.

COURSE OF STUDIES.

Primary Department. Exercised in Spelling, Reading, Definition, English Grammar, Arithmetic, Geography, His-

English Department of the Academy. The same studies as in the Primary Departm' continued in the use of larger text books; and to these are added General History, Algebra, Legendre, and Elements of Surveying.

Classical Department of the Academy. Junior Academic class.

English Grammar, Latin Grammar, Arith divisions.) Geography.
The same studies as in I. Term, and Penmanship.
English Grammar, Cos. r. Arithmetic completed by
1st division, Greek Grammar, History U.S.A., Pen-

Senior Academie class. Casar, Greek Header, Algebra (Elements.)

Enerl, do do do completed, Gene ral History, English Language and Composition. COLLEGIATE DEPARTMENT. Freshman class.

English Language and Composition, Algebra, Livy. Anabasis.
Plane Geometry, Livy, Anabasis.
Plane Solid and Spherical Geometry completed, Livy, Anabasis.
Suphanore class.

Horace, Odyssey, Plane and Spherical Trigonometry, the do Mensuration Surveying Navigation, do completed, Select Orations of Demosthenes, Rhetoric, Analytical Geometry.

Junior class. Demosthenes on the Crown, Cierro de Officiis, Me-chanics, Hydrostatics, and Hydraulics. Bemosthenes on the Crown, Cierro de Officiis com-pleted, Pneumatics, Acoustics, Electricity, Magne-tion, and Optics.

tism, and Optics. Greek Tragesly, Tacitus, Astronomy.

Scalor class.

Logic, Natural Theology, Intellectual Philosophy.

Grock, Political Economy, Moral Philosophy.

Butler's Analogy, Constitution of U. S., Chemistry,
Lecture, General Beviews. No class in the Regular Course has less than

three daily recitations. Every Saturday forenoon is devoted exclusively to Vocal Music, Declamation, and reading select and original Compositions. The students are required to attend, regularly, ome religious meeting. Minors are expected to

attend such meetings as are recommended to them by their parents or guardians. There are in the borough no less than six places of public worship, of as many different Christian denominations.

Text Books.

Rullion's English Grammar, Parker's Progressive Exerc English Composition, Parker's Aids, Blair's Lectures ersity Edition.)

(University Edition.)

Latin Language — Bullion's Grammar, Bullion's Reader,
Leverett's Lexicon, Bullion's Casar, Schmitz and Zumpt's de öfficiis, Tyler's Tacitus' Germania et Agricola.

Gerel Linguage.—Bullion's Grammar, Bullion's Reader,
Liddell & Scott's Lexicon, Owen's Acnophon's Anabasis,
Owen's Homer's Odyssey, Champlin's Demosthenes, Fisk's
Classical Marual.

Mittleantier.—Davies' Arithmetic for Academies, Elementary Algebra, Bourdon, begenate, Surveying and Navication Analytical Geometry, Champlin's Davies of Surveying and Navication Analytical Geometry, Chample of Surv

Number of Students. The number of students during the past year in the various Departments, was 172. The Collegiate classes already organized for the ensuing year, are the following :

Senior class -Sophomore class - 10 Freshman class - 19...51 Teachers.

STEPHEN W. TAYLOR, A. M., Prof. of Mathemati d Natural Philosophy. GEORGE E. BLISS, A. M., Prof. of Greek Language

und Literature, GEORGE W. ANDERSON, A.M., Prof. of Latin Language and Literature. Literature. AAC N. LOOMIS, A. M., Principal of the Academy.

Buildings, Library and Apparatus. The Academic edifice now occupied by the

supply the immediate demand. The Apparatus for t illustration of Mechanical Philosophy, is now complete.

Tuition and Board. Tuition-in the Collegiate Department \$30, Academic \$20, Primary \$12-per year. Board, including lodging, washing, fuel, and light, can be had in the village and its vicinity at

various prices, from \$1,50 to \$2,50 per week.

Arrangements are in progress to furnish Board, exclusive of lodging, washing, fuel and light, to such as may desire it, at \$1.25 per week. Sessions and Vacations. Two Sessions in the year—the former com-mences on the 3rd Thursday in October, and continues 26 weeks; the latter commence Thursday, 15th May, and continues 14 weeks. Spring Vacation, 4 weeks; Autumnal, 8.

THOMAS WATTSON, Pres't. GEORGE F. MILLER, Sec'y. Lewisburg, Union Co. Pa. Sept. 1, 1850

IT IS A FACT,

ONE self-evident, and worthy of every consideration, that no Miller can make good clean flour without he has good clean wheat. I suppose you wish to know the remedy. I tell you-it is to get one of Bergstresser's Wheat Scourers, or Smut Machines. He being an old, practical and experienced Millwright has invented, got up and put in successful operation the best Wheat Scourer now in use. Any person ordering a machine and afterwards finding that it does not prove to operate as represented, there shall be no sale, as these machines are to be warranted good. Further recommendations are thought unnecessary. He is now having a supply made at Lewisburg, by Messrs, Geddes & Marsh. Orders promptly attended to. Machines will be sent and put to all orders. Address

J. BERGSTRESSER. Lewisburg, Union Co. Pa. [329] Joint Notes (blanks) at this office.

ANOTHER SCIENTIFIC WONDER!

The true DIGESTIVE FLUID or GASTRIC JUICE-a great Dyspepsia Curer! Prepared from Rennet, or the fourth stomach of the Ox, after directions by Baron Liento, the great physiological chemist, by J S. Hougaron, M.D., No. 11 N. 8th St. Philadelphia, Pa.

A TRULY wonderful remedy for Indigestion, Dyspepsia, Jaundice, Liver Complaint, Constipution and Debility, curing after Nature's own process, by Nature's own agent, the Gastric Juice. Thalf a tenspoonful of this fluid infused in water, can digest or dissolve Five Pounds of I farming community generally, that roast beef in about two hours, out of the stomach.

Digestion is chiefly performed in the stom-ach by the aid of a fluid which freely exudes from the inner coat of that organ, when in a state of health, called the gastric juice. This fluid is the great solvent of the food—the purifying, preserving and stimulating agent of the stomach and intestines. Without it there can be no digestion, no conversion of food into blood, no nutritionbut rather a foul, torpid, painful and destructive

condition of the whole digestive apparatus.

Pepsin is the chief element or great diges ing principle of the gastric juice. It is found in great abundance in the solid parts of the human stomach after death, and sometimes causes the stomach to digest or eat itself up. It is also found in the stomach of animals, as the ox, calf, &c. I is the material used by farmers in making cheese styled Rennet, the effect of which has long been the special wonder of the dairy. Curdling of milk is the first process of digestion. A calf's stomach can curdle nearly one thousand times its own weight of milk. Baron Liebig states, "one part of Pepsin dissolved in sixty thousand parts of water, digests meat and other food." Diseased stomachs produce no good Gastric Juice, Rennet or Pepsin. To show that this want may be per-

fectly supplied, we quote the subjoined SCIENTIFIC EVIDENCE!

Baron LIEBIG, in his colsistrated work on Animal Chemistry, says: "An artificial digestive fluid, analogous to the Gastrie Julies may be readily prepared from the mucous accubrance of the stomach of the eaff, in which various activities of fixed, as meat and ergs, will be softened an discated in the same manner as in the human stomach. Br. RELERIA in his famous treatise on Food and Bick published by Fowlers & Wells, New York, page 15, state Dr. Berkella. In his famous treatise on Food and Diet, published by Fowlers & Wolks. New York, page 36, states the state great heet, and describes the method of preparation. There are few higher authorities than Dr. Pereria. Dr. COMBE, in his valuable writings on the Physiology of Digestion, observes that "a diminution of the due quantity of the distric Juice is a prominent and all-prevailing cause of Dyspetsia." and he states that "a distinguished professor of medicine in London, who was everyly afflicted with this complaint finding everything class to fail, had recourse to the Gastrie Juice, obtained from the stomach of living animats, which completely succeeded."

Dr. GRAHAM, author of the famous works on Vegetable Biet, says: "It is a remerkable fact in physiology, that the stomachs of animals, uncernted in water, impart to the first the property of describing various articless of food, and of effecting a kind of artificial digestion of them in no wise different from the habitual digestion process.

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Judge M. M. Noam, a gentleman of great scientific and literary attainments, said in his "New York Weekly Messenger, Jan 6, 1850—

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