CARLISLE HERALD

A. K. RHEEM, Proprietor.
WM. M. PORTER, Editor.

A PAPER FOR THE FAMILY CIRCLE.

$1 50 per annum in advance
$2 00 if not paid in advance

VOL. 62. CARLISLE, PA., FRIDAY, DECEMBER 20, 1861. NO. 4.

TERMS OF PUBLICATION

The CARLISLE HERALD is published weekly on a large sheet containing twenty eight columns, and furnished to subscribers at $1.50 if paid strictly in advance; $1.75 if paid within the year; or $2 in all cases when payment is delayed until after the expiration of the year. No subscriptions received for a less period than six months, and none discontinued until all arrearages are paid, unless at the option of the publisher. Papers sent to subscribers living out of Cumberland county must be paid for in advance or the payment assumed by some responsible person living in Cumberland county. These terms will be rigidly adhered to in all cases.

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Advertisements will be charged $1.00 per square of twelve lines for three insertions and 25 cents for each subsequent insertion. Advertisements of less than twelve lines considered as a square.

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The Carlisle Herald JOB PRINTING OFFICE is the largest and most complete establishment in the county. Four good Presses and a general variety of material so all for plain and fancy work of every kind, enables us to do Job Printing at the shortest notice and on the most reasonable terms. Persons in want of Bills Blanks or anything in the Jobbing line, will find it to their interest to give us a call

General and Local Information.

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Secretary of Treasury—SIMON P. CHASE.
Secretary of War—SIMON CAMERON.
Secretary of Navy—GIDEON WELLES
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Attorney General—EDWARD BATES.
Chief Justice of the United States—R. B. TANEY.

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Prothonotary—Benjamin Cook.
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Register—A. A. Brady.
High Sheriff—Thompson Ripper, Deputy, ———
County Treasurer—John Gutshall.
Coroner—David Smith
County Commissioners—James L. Weakener, Geo. Miller, Michael Kast. Clerk to Commissioners, James Armstrong.
Directors of the Poor—Wm. Gracey, John Miller, Wm. Crouman. Superintendent of Poor House—Henry Snyder.

BOROUGH OFFICERS.

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Assistant Burgess—Adam Reed.
Town Council—John Gutshall, Wm. W. Dale, J. R. Irvine, Hezen Carney, John Halbert, J. B. Parker, Frederick Hinkle, Samuel Eckenroder.
Clerk to Council—Jas. L. Mesenheimer.
High Constables—R. Beatty, Joseph Stuart. Ward Constables—Jacob Retz, Andrew Martin.
Justices of the Peace—A. L. Sponsler, David Smith, Michael Holcomb, Abm Duball.

CHURCHES.

First Presbyterian Church, Northwest angle of Centre Square. Rev. Conway P. Wing, Pastor.—Services every Sunday Morning at 10 o'clock, A. M., and 7 o'clock P. M.

Second Presbyterian Church, corner of South Hanover and Pomfret streets. Rev. Mr. Eells, Pastor. Services commence at 10 o'clock, A. M., and 7 o'clock P. M.

St. John's Church, (Prot. Episcopal) northeast angle of Centre Square. Rev. Frances Ballard, Rector. Services at 10 o'clock A. M., and 6 o'clock, P. M.

English Lutheran Church, Bedford between Main and Louther streets. Rev. Jacob Fry, Pastor. Services at 10 o'clock A. M. and 6½ o'clock, P. M.

German Reformed Church, Louther, between Hanover and Pitt streets. Rev. Samuel Philips, Pastor. Services at 10 o'clock A. M. and 6½ o'clock P. M.

Methodist E. Church, (first charge) corner of Main and Pitt Streets. Rev. Joseph A. Ross, Pastor. Services at 10 o'clock A. M. and 6½ o'clock P. M.

Methodist E. Church (second charge) Rev. Herman M. Johnson, Pastor. Services in Emory M. E. Church at 10 o'clock A. M. and 3½ P. M.

St. Patrick's Catholic Church, Pomfret near East st Rev. James Kelley, Pastor. Services every other Sabbath at 10 o'clock. Vespers at 3.

German Lutheran Church corner of Pomfret and Bedford streets. Rev. H. A. Strunz, Pastor. Services at 10 o'clock, A. M., and 6½ o'clock, P. M.

☞ When changes in the above are necessary the proper persons are requested to notify us.

DICKINSON COLLEGE.

Rev. H. M. Johnson, D. D., President and Professor of Moral Science.
James W. Marshall, A. M.
William C. Wilson, A. M., Professor of Natural Science and Curator of the Museum.
Rev. Wm. G. Boswell, A. M., Professor of Greek Language and Literature.
Samuel D. Hillman, A. M., Professor of Mathematics.
John K. Slaymaker, A. M., Professor of Latin Languages and Literature.
A. F. Mullin, A. M., Principal of the Grammar School.

BOARD OF SCHOOL DIRECTORS.

——— President, H. Saxton, P. Quigley, E. Cornman, C. P. Humerich, J. Hamilton, Secretary, Jason W. Ehr, Treasurer, John Spihar, Messenger. Meet on the 1st Monday of each Month at 8 o'clock A. M. at Education Hall.

CORPORATIONS.

CARLISLE DEPOSIT BANK.—President, R. M. Henderson, Cashier, W. M. Beetem; Asst. Cashier, J. P. Hasler; Teller, Jas. Roney; Clerk, C. B Pfahler; Messenger, John Underwood; Directors, R. M. Henderson, John Zug, Samuel Wherry, J. D. Gorgas, Stiles Woodburn, R. C. Woodward, Col. Henry Logan, Hugh Stuart, and James Anderson

CUMBERLAND VALLEY RAIL ROAD COMPANY.—President, Frederick Watts; Secretary and Treasurer, Edward M. Biddle; Superintendent, G. N. Lull. Passenger trains twice a day. Eastward leaving Carlisle at 10.10 o'clock A. M. and 2.44 o'clock P. M. Two trains every day Westward, leaving Carlisle at 9.27 o'clock A. M., and 3.30 P. M.

CARLISLE GAS AND WATER COMPANY.—President, Lemuel Todd; Treasurer, A. L. Sponsler; Superintendent, George Wise; Directors, F. Watts, Wm. M. Beetem, E. M. Biddle, Henry Saxton, R. C. Woodward, John B. Bratton, F. Gardner, and John Campbell.

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SOCIETIES.

Cumberland Star Lodge No. 197, A. Y. M. meets at Marion Hall on the 2nd and 4th Tuesdays of every Month.

St. Johns Lodge No 269 A. Y. M. Meets 3d Thursday of each month, at Marion Hall.

Carlisle Lodge No 91 I. O. of O. F. Meets Monday evening, at Trouts building.

FIRE COMPANIES.

The Union Fire Company was organized in 1789. President, R. Cornman; Vice President, Samuel Wetzel; Secretary, J. D. Hampton; Treasurer, P. Moyer. Company meets the first Saturday in March, June, September, and December.

The Cumberland Fire Company was instituted February 13, 1801. President, Thos. Thomson; Secretary Philip Quigley; Treasurer, E. D. Quigley The company meets on the third Saturday of January, April, July, and October.

The Good Will Hose Company was instituted in March, 1855. President, H. A. Sturgeon; Vice President, C. P. Humrich; Secretary, William D. Halbert; Treasurer, Joseph W. Gilby. The company meets the second Thursday of January, April, July, and October.

The Empire Hook and Ladder Company was instituted in 1859. President, Wm M Porter; Vice-President, John O. Amos; Treasurer, John Campbell; Secretary, John W. Earls. The company meets on the first Friday in January, April, July and October.

RATES OF POSTAGE.

Postage on all letters of one-half ounce weight or under, 3 cents pre paid, except to California or Oregon, which is 10 cents prepaid.

Postage on the "Herald"—within the County, free. Within the State 13 cents per year. To any part of the United States 26 cents. Postage on all transient papers under 3 ounces in weight, 1 cent pre-paid or two cents unpaid. Advertised letters, to be charged with the cost of advertising.

WANTED.—Two good journeyman Tailors, will find employment by applying immediately to

H. S. RITTER.
Carlisle, Pa.

Nov. 8, 1861.—2t

Selected Poetry.

From the Dubuque Times.

A PATRIOT HYMN.

BY J. E. SANBORN, M. D.

God of the free! to Thee we raise
The anthem of a Nation's praise;
Thou wast, of old, our fathers' friend,
To us, their sons, Thy blessings send.

To Thee, on each successive day,
Millions of patriot voices pray
That this, our native land, may be
The eternal homestead of the free!

By memories of our martyr sires,
By our own household hearths and fires,
We here, on Freedom's altar, now
Renew our holiest patriot vow.

Woe to each arm that aims, in strife,
A blow against our country's life;
And myriad hands shall sweep in wrath
Each gathering one from out our path.

Flag of hearts! whose starry glow
Strikes terror to the flying foe,
Thy gorgeous folds shall ever wave,
The ensign of the free and brave.

While rolls the earth, or shines the sun,
Let our whole country still be one:
From age to age, from shore to shore,
This pledge shall swell forevermore.

God of our native land! we raise
The anthem of our loftiest praise;
Thou dust our fathers' cause defend;
We pray Thee still thy blessings send.

SEVENTY MILES AN HOUR.

I had spent a night in a stage, a day in the saddle, a night in a sleeping car, half a day doing business, half a day in bed, and was, after supper, enjoying a cigar and newspaper in the reading-room of the R——House, in F——, Indiana The paper was uninteresting, or else I was rather sleepy, and I guess it was a little of both, so that I soon neglected it to watch the fantastic curling of the smoke from my fine flavored principe. I didnt feel much like talking, and felt still less like reading, but I did feel as if I would like exceedingly well to hear a good story.

I had barely come to this conclusion, and was wishing for some one of my acquaintances to amuse me until the time was up for the train which was to take me to C——, when I recognized in the person who sat next to me a fellow traveler in the sleeping car of the night before

He was a very agreeable looking little man, with a clear gray eye, light hair, sandy whiskers, and smiling mouth. Indeed, he had so much the appearance of the man that I would like to hear tell a story that I thought Dame Fortune had smiled upon me, when he recognized me with a genial—"How d'ye do, stranger?"

I returned his salutation, and asked him some commonplace question about how he enjoyed the ride we took together.

He said something in reply about the running being too fast for the poor track; and from this the conversation run upon fast travelling in general for some time. I at last remarked that sixty miles an hour was the most speedy travelling that I had ever done. Where upon my friend informed me, with a pleasant but knowing smile, that he had travelled considerable faster than that, and in fact, faster than he had ever heard of besides

Of course I was anxious to know where, when, and how he had done it; and after the modest assurance that he feared his tale would not be interesting, my friend relieved my anxiety by relating the following story:

"I am a railroad engineer. In '57, during the great panic, I was running on the F. and C. R. R. The railroad companies were growing tender in all directions. Every day we heard of new failures, and quite often in a quarter where we least expected it. Our road was looked upon as one of the most substantial in the nation; nobody seemed to have any great fear that it would fail to survive the general smash up. But yet I did not fully share in the general confidence. Wages were cut down; arrearages collected: and a great many other little matters seemed to indicate to me that the road had got into rather deeper water than was agreeable all round. Among other things, the master mechanic had told me in the spring that the company had ordered four first quality Tau on engines for the fall passenger business. The road was put in the very best condition, and other preparations were made to cut down the time, and put the trains through quicker than was ever known before, when the new engines should come. Well, there was but one of the new engines came.

"I said there was but one engine came, and she was in my opinion, altogether the best ever turned out at the Taunton works. And this is as much as could be said in praise of any engine. She was put in my charge immediately, with the understanding that she was mine.

"It was Saturday when she came out of the shop, and I was to take a special train up to Y——. The train was to carry up the president and several other officers of the road, to meet some officers of another road which crossed ours there, and arrange some important business with them. I had no trouble at all making forty miles an hour going out. The engine handled himself most beautifully We were just holding up at Y——, when Aldrich, the treasurer, who came out on the platform to put the brake on, slipped and fell. As we were yet under good headway, he was much injured, and was carried to the hotel insensible.

"According to the president's directions; I switched off my train, turned my engine, and stood ready to start back to G—— at a moment's notice.

"Aldrich's presence was of so much importance that the business could not be transacted without him. So that all those that I had brought up, except the President and Aldrich, went back to C—— in the three o'clock express train. This was the last regular train which was to pass over the road till the following Monday.

"Early in the evening I left the machine in charge of my fireman, and went over to an eating-house to see if I could not spend my time more pleasantly than on my engine. The hours dragged themselves away slowly I was taking a game of dominoes with the station agent, when in came Roberts, the president, in a state of great excitement.

"Harry" said he to me, 'I want you to put me down to C—— at twelve o'clock.'

"As it was then near eleven o'clock, and the distance was seventy-five miles, I thought he was joking at first; but when we got outside the door he caught me by the arm and hurried me along so fast I saw he was in earnest.

"Harry,' said he, 'if you don't set me down in C—— by twelve o'clock, I am a ruined man, and this road is a ruined road. Aldrich is dead, but he told me before he died that he had embezzled, from time to time, fifty thousand dollars of our money; and his clerk is to start in the twelve o'clock boat from C—— to Canada If we don't have that money on Monday morning to make some payments with, the road goes into other hands; and if you put me down in C—— at the right time, so that I can save the money, you shall have five thousand dollars. Understand it, Harry Five thousand dollars!'

"Of course I understood it. I saw now the reason why the wages had been cut down; I understood it all and my blood boiled, I felt that I could save the road if I lived, and told Roberts so.

"'See that you do it, Harry,' he replied as he climbed up the steps of the coach which was coupled to my engine.

"I sprang up into the foot-board, got up the switch tender to help my fireman, opened the throttle, and just as she commenced moving, looked at my watch. It was just eleven o'clock, so that I had just one hour to make my seventy-five miles in.

"From Y—— to C—— there were few curves in the road, but there were several heavy grades. I was perfectly acquainted with every rod of it, so that I knew exactly what I had to encounter; and when I saw how the engine was moving, had very little fear of the result.

"The road for the first few miles was an air line, and so smooth that my engine flew along with scarcely a perceptible jar. I was so busy posting myself up as to the amount of wood and water aboard, etc. that we danced by the first station almost before I was aware of it, having been five minutes out, and having five miles accomplished.

"'You are losing time!' yelled a voice from the coach. I looked around, and there stood Roberts with his watch in his hand.

"'I know very well that we should have to increase our speed by some means, if we carried out our plans of reaching C—— by midnight, and looked anxiously around to see what I could do to accomplish that purpose. She was blowing off steam at one hundred and ten pounds; so I turned down the valve to two hundred, for I knew she needed it all to make some of the heavy grades which lay between us and C——.

"It was three miles to the next station. With the exception of a few curves, the track was as good as the last. As we darted around what commonly seemed to be a long curve, at the station, but which was, at our high speed, short enough, I looked at my watch, and we had done it in two minutes and a half.

"Gaining!" I shouted back to Roberts, who was standing on the platform outside of the coach.

"Look out for the heavy grades," he replied, and went inside of the car.

"The next six miles rose gradually from a level, the first to ten and a half feet grade, the last, which lay between us and the next station My foreman kept her full; and now she began to get hot. The furnace door was red, and the steam rose continually, so that she kept her speed, and passed the station like a streak of lightning, in five minutes.

"Now came nine miles like the past; over which she kept pace with her time, and passed the station in seven minutes.

"Here, for ten miles, we had a twenty foot grade to encounter; but the worst of it all was, at this place we should have to stop for wood. I was just going to speak to Roberts about it, when I looked around and saw him filling the tender from the coach, with wood which had been placed there before starting, while he was gone after me.

"I believe we would have made the ten miles at the same speed as before; but through the carelessness of the fireman the fountain valve on the left hand side of the engine got open and the water rose in the boiler, so far as to run the steam down to one hundred pounds before I discovered where the difficulty lay.

"At first Roberts didn't appear to notice the decrease of speed, and kept at work at the wood as if for dear life But presently he looked up, and seeing that the speed had decreased, he shouted:

"'Harry, we are stopping!'

"And then, coming over to where I was, he said:

"'Why, here we have been ten minutes on the last ten miles, and I believe we will come to a dead stand if something is not done. The speed is constantly slackening. What is the matter?'

"I explained the cause. He was apparently satisfied with the explanation, and after having tied down the safety valve, he climbed back over the tender, exhorting me to put her through for god's sake, or we are all beggars together!"

"Just then we passed the next station, having taken nine minutes for eight miles We were now more than half over the road, and we had lost nearly ten minutes' time, and had left only twenty-seven minutes to do thirty-four miles in.

"I had shut the water off both my pumps, a little back, when I discovered what was the matter, and she was now making steam finely down a slight grade. From less than one hundred with which she started over the ten mile stretch, she had two hundred before we finished it, and as the gauge indicated no more than that, and the valve was tied down. I could not tell how much over two hundred pounds she carried; but she certainly carried none less the rest of the journey.—And well might she carry such an enormous head of steam; for after passing over that ten miles in eight minutes, there lay ten miles of five feet up grade, and fourteen miles of twenty-to-the-mile depression between us and C——, and it was now eleven o'clock and forty-seven minutes.

"Now the engine was hot in earnest. The furnace-door, smoke-arch, and chimney, all were red, while she seemed to fly onward as if the Evil One himself operated her machinery.

"Six minutes carried us over that ten miles, and we darted by the last station that had lain between us and C——. Now we had fourteen miles to go, and my time showed eleven o'clock and fifty-three minutes.

"If I live," I said to myself, "I will make it," and we plunged down the twenty feet grade with all steam on. Persons who saw the train on that wild run, say it was soon after they heard the first sound of her approach, when the strange object, which looked as if it was a flame of fire, darted by, and then the sound of its travelling died away in the distance, that they could hardly convince themselves that they had seen anything. It seemed more like a creature of a wild dream than a sober reality.

"And now let me tell you that no engineer has ever yet beat the time that was made on those last fourteen miles. Those great wheels, eleven feet in diameter, spun round so swiftly that you could not begin to count the revolutions. The engine barely seemed to touch the track as she flew along, and although the track was as true as it could be, she swayed fearfully, and sometimes made such prodigious jolts that it required some skill for one to keep his feet. No engine would hold together if crowded to a greater speed.

"Well, just as I came to a stand at the depot in C—— the big clock boomed out twelve, and the steamboat was getting her steam on. Roberts got on board in time, and nothing to spare."

"And he saved the money, did he?" I asked, when I saw that my friend had finished his story

"Yes; he found it hid away in some old boxes, as Aldrich had directed."

"If you are a passenger for C——," said a waiter, "the 'bus is ready."

So I thanked my friend for his story, and bade him good by.

Not Beyond the Power of Love.

Mr. Gough, in one of his temperance lectures, proceeded to confute the idea that drunkards are so far brutes as to be beyond the power of Christian love, saying: No, they are not brutes. I have labored for eighteen years among them, and I have never found a brute. I have had men to swear at me; I have had a man dance around me as if possessed of a devil, and spit his foam in my face; but I never found a man that would not give it up It may take a long time to reach his manhood, but he is not a brute. I think it is Charles Dickens who says, "Away up a great many pairs of stairs, in a very remote corner, easily passed by, there is a door, and on that door is written 'Woman.'" And so in the heart of the vilest outcast, away up a great many pairs of stairs, in a remote corner, easily passed by, there is a door upon which is written, "Man."

Here is our business—to find that door. It may take long time; but begin and knock Don't get tired; but remember God's long suffering for us, and keep knocking a long time if need be. Don't get weary if there is no answer; remember Him whose locks were wet with the dew. Knock on—just try it—you try it; and just so sure, by and by; will the quivering lip and startling tear tell you you have been knocking at the heart of a man, and not of a brute. It is because these poor wretches are men, and not brutes, that we have hopes of them.

I once picked up a man in the market place. They said, "He is a brute—let him alone." I took him home with me, and kept the "brute" fourteen days and nights through his delirium, and he nearly frightened my wife out of her wits, one night chasing her all about the house with a boot in his hand. But she recovered her wits, and he recovered his.

He said to me: "You wouldn't think I had a wife and child, would you?"

"Well, I shouldn't."

"I have, and—God bless her little heart—my little Mary is as pretty a little thing as ever stepped," said the "brute."

I asked, "Where do you live?"

"Two miles from here."

"When did you see them last?"

"Two years ago."

Then he told me his sad story. I said, "You must go back again."

"I can't go back. My wife is better without me. I have struck her, and kicked her, and abused her. Can I go back again?"

I went with him to his house. I knocked at the door, and his wife opened it.

"Is this Mrs. Richardson?"

"Yes, Sir."

"Well, that is Mrs Richardson; and, Mr. Richardson, this is Mrs. Richardson. Now come into the house."

They went in. The wife sat on one side of the room and the "brute" on the other. I waited to see who would speak first, and it was the woman. But before she spoke she fidgeted a good deal. She pulled up her apron till she got hold of a hem, and then she pulled it all down again. Then she folded it up close and jerked it out through her fingers an inch at a time, and then she spread it all down again; and then she looked all about the room, and said, "Well, William."

The "brute" said, "Well, Mary."

He had a large handkerchief around his neck, and his wife said, "You had better take the handkerchief off, William; you'll need it when you go out."

He began to fumble about it; the knot was large enough; he could have untied it if he liked; but he said; "Will you untie it, Mary?"

She worked away at it, but her fingers were to clumsy, too, and she could not get it off.

While thus occupied their eyes met.—love-light was not all quenched. She opened her arms gently and he fell into them.

If you had seen those white arms clasped about his neck, and he sobbing on her breast, and the child looking in wonder, first at one and then at the other, you would have said, "It is not a 'brute,' but a man, with a great, big, warm heart in his bosom."

Report of the Secretary of the Treasury.

The report of the Secretary of the Treasury, in a printed form, was issued last week. It occupies twenty-two large pages, and it is distinguished by that ability which has characterized all the transactions of the Treasury Department since it has been under the control of Mr. Chase.

The reports sets out by reaffirming the general principles by which the administration of the public finances should be regulated with a view to insure the desirable results of efficiency, economy and and general prosperity, which the Secretary set forth in his report to Congress on the 4th day of July last. He then refers to the estimates made by him at that time in order to raise the necessary means to suppress the gigantic rebellion set on foot by criminal conspiracy against the government and the people of the United States, which he placed at $318,519,581,87.

Congress made the necessary provision to raise the sum required for the object; and the Secretary proceeds to give an account of the execution and practical operation of the measures adopted. The result is shown in the following recapitulation:

There were paid to creditors, or exchanged for coin at par, at different dates in July and August, six per cent. two years' notes to amount of	$14,019,034 66
There was borrowed, at par, in the same months, upon sixty days' six per cent. notes, the sum of	12,877,750 00
There was borrowed, at par, on the 19th of August, upon three years' 7.30 bonds, issued for the most part to subscribers to the National Loan	50,000,000 00
There was borrowed, on on the 1st of October, upon like securities	50,000,000 00
There was borrowed, at par, for seven per cent., on the 10th of November, upon twenty years' six per cent. bonds, reduced to the equivalent of seven, including interest.	45,755,478,48
There have been issued and were in circulation and on deposit with the Treasurer, on the 30th of November, of United States notes, payable on demand	24,550,325 00
Making an aggregate, realized from loans in various forms, of	197,242,588 00

While success thus complete has so far attended the measures relating to loans, the Secretary regrets to say that the receipts of revenue from duties have not, as yet, fulfilled the expectations indulged in at the date of his July report. At the date of his report, he estimated a revenue from customs at $57,000 000, but, owing to diminished duties on tea, coffee and sugar, the exemption of goods in warehouse and on shipboard, and the changed circumstances of the country, which have proved unfavorable to foreign commerce, he reduces this estimate to $32,198,602-55, founded on the actual receipts for the first quarter ending on the 30th of September, which were $7,198,602 55 — Even with this reduction, though large, the Secretary would not be compelled to ask any additional power to negotiate loans, had the appropriations and expenditures been confined to the estimates; but these have been largely increased by the great number of volunteers accepted by the War Department, and further appropriation will therefore become necessary.

The Secretary, in suggesting measures to provide these additional appropriations, recommends retrenchment and reform, the prevention of abuses, and renews the suggestion heretofore made by him, that the property of the rebels should be made to pay, in part at least the cost of rebellion. While recommending that the property held by rebels in both the loyal and rebel States should be confiscated for the use of the government, he says.

"Rights to services, under State laws, must, of necessity, form an exception to any rule of confiscation. Persons held by rebels, under such laws, to service as slaves, may, however, be justly liberated from their constraint, and made more valuable in their employments, through voluntary and compensated service, than if confiscated as subjects of property."

In order to provide additional means of raising revenue, the Secretary recommends that the duties on tea, coffee and sugar be increased to the rate heretofore proposed, namely, two and a half cents on brown sugar, three cents on clayed sugar, twenty cents per pound on coffee; and that no further alterations of the tariff be made during the present session, unless further experience or changed circumstances shall demonstrate the necessity or expediency of them.

The Secretary then refers to the law of imposing a direct tax, and says it will be necessary to so increase it as to produce from the loyal States alone a revenue of twenty millions of dollars, and to lay such duties on still and distilled liquors, on tobacco, on bank notes, or carringes on legacies, on paper evidences of debt and instruments for conveyance of property, and other like subjects of taxation, as will produce an equal additional sum. The existing provision for an income tax, just in its principle, inasmuch as it requires largest contributions from largest means, may, possible, and if somewhat modified will, probably, produce ten millions of dollars more. The aggregate taxation will thus amount to fifty millions of dollars.

The Secretary also recommends that Congress should adopt some measures to control the credit circulation which enters so largely into the transactions of commerce, and proposes to do this by the gradual withdrawal from circulation of the notes of private corporations, and for the issue, in their stead, of United States notes payable in coin on demand; or the preparation and delivery to institutions and associations of notes prepared for circulation under the national direction, to be secured by the pledge of United States bonds. These suggestions are so important that we must reserve further reference to them until we can publish them in full.

The Secretary entertains the hope, and gives it as his judgement, not without sufficient grounds that the present war may be brought to an auspicious termination before midsummer. It is well, however, to be prepared for all eventualities, and he therefore makes an estimate of the several departments for the fiscal year 1863, based on the supposed continuance of the war, placing the amount needed at $475,331,255,51, and the receipts from all sources at $85,800,000, leaving a balance to be provided for of $370,531,245,51.

The whole amount required from loans for 1862 and 1863, is stated in round numbers at $654,980,921.51.

The Secretary refers to other topics connected with the administration of the Treasury Department, which he treats in a very clear and comprehensive manner The document is one that will be read with great interest by all classes.

GENERAL JIM LANE'S POSITION.

General Lane having been serenaded at Springfield, Mo., by an Indiana regiment, made one of his unique speeches in response. Of the institution of slavery he says:

"If it can survive the shock of war, let it live; but if between an upper and nether millstone it be ground to powder, and the winds drive it away, [illegible] not for me to gather up the dust again. I do not propose to make war upon slavery; but upon rebels, and in the mean time to let slaves and slavery take care of themselves."

He closes as follows:

"It should be the business of Congress at its coming session to pass a law directing the President of the United States by proclamation, to order the rebel States, within 30 days or 60. days, to lay down their arms and return to their allegiance; or in default thereof, declare every slave free throughout their domains. Provision, too should be made for settling the Africans in Hayti, Central or South America, and let the race form a nation of itself. Liberia has served a glorious purpose in teaching the world that these oppressed and wretched people are capable of supporting themselves and of self government. I look upon the Republic of Liberia as the bud—yes the full blown hope of the whole of Africa. I wish it every encouragement and success. But it is too many thousand miles for us to transport four million slaves. This last age has not the time and patience requisite to such a task. But our own continent has room sufficient, with soil, climate and production suitable for the accommodation of this people, who in the mysteries of Providence, are thrown among us. Transportation to the place named may be made a practible reality. The good of both races requires their separation. Ages of oppression, ignorance and wrong, have made the African a being inferior in intellect and social attainments to the Caucasian; while together we shall always have low, cringing servility on the one hand, and lordly domination on the other. It is better for both that each enjoy the honors and responsibilities of a nationality of its own. In such an event our common humanity would make a vast stride towards perfection. As such a proclamation might have the effect to liberate the slaves of many loyal citizens, *I would cheerfully give my consent to have them paid out of the National Treasury for any loss they might sustain.* Let us dare to do right, trusting to the principle that right makes might; and the Great Republic, once the wonder of the world, will emerge from these troubles purer, wealthier, and stronger than ever."

AN IRISH SOLDIER'S ADVENTURE.—The vast majority of the incidents that occurred during the retreat from the Virginia shore were most mournful in their character, but there were some that were ludicrous in the extreme. One told of an Irishman, in Company D, of the Massachusetts Fifteenth, is very funny. When the retreat was ordered he threw off his coat and pants and plunged into the icy current of the Potomac. He swam boldly across the river, and just gaind the Maryland shore, when he remembered that he had left $13 22 in the pocket of his coat. "Bejabers, Billy," said he, "thim thirteen dollars is in me coat, and the bloody Ribils will git'em, and besides I can't consint to part with the amount, so I'll jist go for thim," and in he plunged again. He got safely over, found his coat, secured the money, and recrossed the river. I saw him in camp this afternoon, congratulated him on his pluck, endurance and success, to which he replied, "Oh yis sir, twas all I,d saved from my three months, service, and I'm very fond of me pipe."

"My friend has a great reverence for the truth," said a baronet to a gentleman "So I perceive," was the reply, "for he always keeps a respectable distance from it."

☞ A Vermonter has invented a new and cheap plan for boarding. One of his boarders mesmerizes the rest, and then eats a hearty meal—the mesmerized being satisfied from sympathy.

☞ A SMART RETORT.—A doctor went to bleed a dandy, who languidly exclaimed, "Oh, doctor, you're a good butcher!" To which the doctor rejoined, "Oh, yes, I am used to sticking calves."

INTERESTING TO THE FARMER.

For the benefit of our numerous farmer readers, we copy the following from the Progressive Farmer of 1855, written by our townsman Charles Wharton, Jr., at Chestnut Grove Iron Works, Pa., on the action of lime upon land. He says, it breaks up the soil and forms combinations that the plants can render soluble.

Second.—It fixes part of the nitrogen of the atmosphere forming nitric acid from its making nitrate of lime.

Third.—Nitric acid contains the same essential elements as ammonia, and is capable of being converted into it on the plant.

Fourth.—Useful directly to a certain extent for the nourishment of the plant.

Fifth.—It is particularly useful on gravelly soils, and on clayey soil, devoid of *lime.*

Sixth.—Lime and barn yard manure should not be mixed in the barnyard, inasmuch as the lime causes too sudden decomposition, and consequent loss of ammonia, which is driven off by the lime to be received by the air.

Again, on the subject of charcoal, he says:

Charcoal dust on braes, when dry, fixes the ammonia if scattered over stable cleanings, and retains the vapors until required by the plant. It renders the soil light and porous, and accessible to the atmosphere beneath the surface, thereby giving to the plant the benefit of the action of the atmosphere. When once wet it will retain the water with great tenacity, keeping moist long after the surrounding soil has been perfectly baked by the dry weather, thus affording a constant and regular supply of moisture to the plant.

Soil of a dark color, produced by a mixture of charcoal dust, must absorb heat more powerfully during the day, and radiate more powerfully at night, thereby producing a greater deposit of dew, upon such, than upon the same quality of soil not acted upon by charcoal dust. Charcoal is a powerful promoter of animal decomposition, and doubtless of vegetable also, thus converting into a useful state, portions of dead organic matter, that it may meet with in the soil. The saline ingredients of the wood which are still contained in the charcoal, will in the end be equally as useful to the soil as if applied in any other form, though requiring a much longer period to decompose.

Plaster of Paris and charcoal braes can be combined without any diminution of the good effects of either.

If the carcass of an animal is covered to the extent of two or three feet above and below with dry charcoal dust, the noxious odors will be entirely absorbed, decomposition rendered exceedingly rapid, and the most valuable products of the decomposition retained by the charcoal. The charcoal should be kept dry during the process of absorption.

Probably as good a compost as can be applied, would be stable manure, as taken each morning from the stables, or even covered in the stables with charcoal dust, which fixes the ammonia, thereby making a mixture of charcoal and manure; or add in equal parts muck, the cleaning of dams, scrapings of wood piles, partially rotten leaves, that often clog the fence corners, etc.

The greatest care should be taken to take up the urine (particularly) as it contains much more ammonia than the solid manure.

Respectfully yours,
CHARLES WHARTON, Jr.

Chesnut Grove Furnace, June 25, 1855.

THE FLAG SHIP WABASH AT PORT ROYAL. The splendid manner in which Capt. Dupont managed this fine frigate, and her terrible fire on the forts, deserve a special notice. She was built at Philadelphia, and carries the most formidable battery of any ship afloat. Her main broadside consists of 11 inch Dahlgreen shell guns, and on the upper deck are 8 inch Paixhan guns. All of these guns fire Hubbell's famous "Thunderbolt shells," and in this action they have demonstrated the appropriateness of their name.

These shells are externally spherical, but internally they are of a peculiar form, causing the metal to be arranged in such a manner that the centre of gravity is determined at a particular point, resulting in the greatest accuracy of range. The fuse is of a secret construction, and on each box containing the shell is a positive order not to exhibit them to strangers. Their construction is not known to the rebels, although they have been in the United States service for about fourteen years. So carefully are they manufactured by the Government, that no one man is allowed to know all about them. The rebels call them "Lincoln,s Bomb Shell."

They were invented Wm. B. Hubbell, esq, of this city, who has a contract with the Government for their use.

Each of the Wabash's 11 inch guns fires one of these thunderbolt shells weighing about 125 pounds, and capable of ranging between three and four miles. There is no condition, sand, water or earth works, that will suspend the terrible action of these shells.

When once fired, they are the most accurate and the most destructive of all the warlike projectiles.

It is a remarkable fact, that the Wabash is a Pennsylvania built ship; Dahlgren, the inventor of her guns, is a Pennsylvanian, and Hubbell, the inventor of her shells, is also a Pennsylvanian. The noble old Keystone State is as capable in war as she is in the arts of peace, and we are proud to say she is doing her full share in maintaining the Government in the suppression of this suicidal and causeless rebellion, and is fully satisfied with the noble Wabash and her brave commander, Dupont, from the neighboring State of Delaware.—*Bulletin.*

WORSE THAN A MASKED BATTERY.—It is related that a young lieutenant, who could bravely meet our Southern foes without flinching or quivering, was completely abashed and put to flight in a railroad car at Salem last week while traveling on a brief furlough. He was holding sweet converse with the girl he had not left behind him, when suddenly the train plunged into the total darkness of the tunnel. As the cars gradually emerged into daylight again, the passengers distinctly saw two heads suddenly diverge from suspicous propinquity and assume an erect position. A cruel wag, seated directly behind the twain raised his hand to his lips and gave it two loud smacks which reverberated through the car, calling general attention to the locality. The lady carried off her part well, and laughed as if to say that the joke was good one, but the youthful soldier, his face suffused with blushes, sprang from his seat and rushed frantically to the door.—*Boston Post.*

KENTUCKY LEGISLATURE.—A resolution was introduced in the Kentucky House of Representatives, on the 27th ult., requiring all the able bodied male citizens of the State between the ages of 18 and 45, except ministers, to immediately enroll themselves and form military companies for the purpose of expelling the Confederate invaders from the soil of Kentucky.

☞ It is said that Mr. Faulkner is at once to be released on parole. He is directly to go to the South and procure the release of the Hon. Alfred Ely. If he is not successful in this errand, he has promised to return in 30 days and submit to imprisonment again.

☞ The expulsion of John C. Breckinridge from the United States Senate gives great satisfaction to the loyal citizens of Kentucky.—Among the aspirants for his seat are James Guthrie, Nat. Wolf, and Garrett Davis.