THE CARLISLE HERALD.

J. M. WEAKLEY. J. M. WALLACE. } CARLISLE, PENN'A, THURSDAY, DECEMBER 1, 1870. { TERMS: $2.00 a year, IN ADVANCE, $2.50 if not paid within the year.

CARDS.

ADDISON HUTTON,
ARCHITECT,
563 *Walnut Street, Philadelphia, Pa.*
PLANS, DESIGNS, PERSPECTIVE VIEWS.
SPECIFICATIONS, AND WORKING DRAWINGS.
For Cottages, Farm Houses, Villas, Court Houses, Halls, Churches, School Houses. FRENCH ROOFS.
27jan70ly

W. A. ATWOOD. ISAAC W. RANCK. S. S. RANCK.
ATWOOD, RANCK & CO.,
COMMISSION MERCHANTS,
Wholesale dealers in all kinds of
PICKLED AND SALT FISH,
No. 210 North Wharves,
Above Race street,
1oe70 PHILADELPHIA.

DENTISTRY!
DR. J. B. ZINN,
No. 68 East Main street,
(a few doors east of Gardner's Machine Shop,)
Carlisle, Penn'a,
Will put in teeth from $10 to $20 per set, as the case may require. All work warranted.
10feb70

DR. GEORGE SEARIGHT,
DENTIST,
From the Baltimore College of Dental Surgery. Office at the residence of his mother, East Louther street, three doors below Bedford. 10se69

DR. J S. BENDER,
HOMŒOPATHIC PHYSICIAN.
Office in the room formerly occupied by Col. John Lee. 10se69

DR. EDWARD SCHILLING,
Formerly of Dickinson township, once an assistant of Dr. Zitzer, begs leave to inform the citizens of Carlisle and vicinity, that he has permanently located in this place.
OFFICE NO. 26 EAST POMFRET STREET.
31mh70

E. L. SHRYOCK,
JUSTICE OF THE PEACE.
Office, No. 5 Irvine's Row. 10se69

F. E. BELTZHOOVER,
ATTORNEY AT LAW.
Office in South Hanover street, opposite Bentz's dry goods store. 10se69

D. K. HOLL. ROBERT D. WORK. A. L. WHITEMAN. JOHN A. SHANTZ. W. W. HERBIGE.
HOLL WHITEMAN & CO.,
WHOLESALE DEALERS IN
MANUFACTURED TOBACCO,
N. E. Cor. Third and Market streets,
14ec69ly PHILADELPHIA.

C. P. HUMRICH. WM. B. PARKER.
HUMRICH & PARKER,
ATTORNEYS AT LAW,
Office on Main street, in Marion Hall, Carlisle. 10se69

JAMES H. GRAHAM, JR.,
ATTORNEY AT LAW,
No. 14 South Hanover street,
CARLISLE, PA.
Office adjoining Judge Graham's.
24mh70

JOHN CORNMAN,
ATTORNEY AT LAW.
Office in building attached to the Franklin Hotel, opposite the Court House. 11se69

JOSEPH RITNER, JR.,
ATTORNEY AT LAW AND SURVEYOR,
Mechanicsburg, Pa. Office on Railroad street, two doors north of the Bank.
Business promptly attended to. 10se69

J. B. MILLER,
ATTORNEY AT LAW.
Office, No. 18 South Hanover street, opposite Coyle's Store. 10se69

M. C. HERMAN,
ATTORNEY AT LAW,
Carlisle, Pa. No. 9 Rheem's Hall. 10se69

P. H. SHAMBARGER,
JUSTICE OF THE PEACE,
Plainfield, Westpennsboro' township,
Cumberland County, Penn'a,
All business, entrusted to him will receive prompt attention. 29oct70

SPANGLER & WILSON,
CARPENTERS AND STAIR BUILDERS,
Corner North and Pitt streets,
8oc69 CARLISLE, PA.

J. M. WEAKLEY. W. F. SADLER.
WEAKLEY & SADLER,
ATTORNEYS AT LAW.
Office, 22 South Hanover street, next the Good Will Hose House. 10se69

WILLIAM KENNEDY,
ATTORNEY AT LAW.
Office in Volunteer building, Carlisle. 10se69

W. J. SHEARER,
ATTORNEY AT LAW.
Office in northeast corner of the Court House. 10se69

WM. B. HIRONS,
ATTORNEY AND COUNSELOR AT LAW,
Fifth street below Chestnut,
Cor. Library,
PHILADELPHIA.

J. E. Caldwell's Advertisement.

GOLD MEDAL WATCHES.

J. E. CALDWELL & CO.

JEWELERS,

902 CHESTNUT STREET, PHILADELPHIA,

Have just received by Steamer another large supply of the celebrated

COPENHAGEN WATCHES,

Especially manufactured for their sales by Ekegren. These Watches are distinguished as excelling in

Quality, Style, and Accuracy,

having the most convenient arrangement for Winding and Setting, and furnished at a very moderate cost. Also, our full line of

GENEVA, ENGLISH, AND AMERICAN

FINE GOLD WATCHES.

Reliable Time-keepers, in every variety of finish and price, direct from the Manufacturers, with newest and best styles of

Gold Chains, Seals, Keys, &c., &c.

Also, TIMERS FOR THE TURF.
20jan70ly

HOTELS.

THE "BENTZ HOUSE,"
(Formerly Corman House,)
NOS. 17 AND 19 EAST MAIN STREET,
CARLISLE, PA.
The undersigned having purchased and entirely re-fitted, and furnished anew throughout, with first-class furniture, this well-known, and old established hotel, solicits the custom of the community and traveling public. He is well prepared to furnish first-class accommodations to all who desire to make a hotel their HOME, or pleasant temporary abode. The custom from the surrounding country is respectfully solicited. Courteous and attentive servants are engaged at this popular hotel.
GEORGE Z. BENTZ, Proprietor.
N. B. A first class livery is connected with the Hotel, under the management of Joseph L. Storner & Brother. 30sep70ly

NATIONAL HOTEL.
CARLISLE PA.
The undersigned having taken and entirely refitted and furnished this hotel, is prepared to furnish good accommodations to all who desire to make it their home. A share of the patronage of the surrounding country travelling public solicited. Rooms large and comfortable. Table always supplied with the best.
N. W. WOODS, Proprietor.
5ma70

Carpetings and oil cloths.

CARPETINGS
OIL CLOTHS
THOMAS DEPUY,
37 South Second street, above Chestnut,
PHILADELPHIA.
Has just opened, with a large and well selected stock of Foreign and Domestic Carpetings, of choice styles and qualities. Also, Oil Cloths, Mattings, Druggets, Rugs, Mats, Stair Rods, &c., all of which he will sell very cheap for cash.
P. S.—I. STEWART DEPUY, is not at 253 South Second street; but with Thos. Depuy.
29sep70-3m&1mk11-3m

LEGAL NOTICES.

EXECUTOR'S NOTICE.

Letters testamentary on the estate of Mathias Kamara, late of Frankford township, deceased, have been issued by the Register of Cumberland county to the undersigned residing in said township. All persons indebted to the said estate will make immediate payment, and those having claims to present them, duly authenticated, to the subscriber for settlement.
J. N. KAMARA.
24nov70-6t* WILLIAM KAMARA, Executors.

REGISTER'S NOTICE.

Notice is hereby given to all persons interested, that the following accounts have been filed in this office by the accountants therein named for examination and confirmation, and will be presented to the Orphans' Court of Cumberland county for confirmation and allowance, *on Tuesday, December 13, A. D. 1870:*

1. Second and final account of Samuel Hepburn, administrator d. b. n. c. t. a., of Ephraim Bosserman, deceased.
2. First and final account of Margaret E. McCoy, administratrix, of the estate of Daniel McCoy, deceased.
3. First and final account of Frederick Killheifer, executor of Mrs. Barbara A. Smith, late of East Pennsborough township, deceased; also, as guardian of the children of John Smith, of same township, deceased.
4. The account of John H. Woodburn and William R. Weakly, executors of Sarah Weakly, deceased.
5. The account of David Hoover, guardian of Elizabeth Ann Creamer, et. al., as settled by John Heffelfinger, executor of said Hoover, now deceased.
6. First and final account of George Beelman, jr., executor of George Beelman, sr., late of Upper Allen township, deceased.
7. Account of Jacob Feglesonger, executor of Andrew Halter, late of Southampton township, deceased.
8. First and final account of George A. Best and M. B. Irwin, administrators of the estate of A. G. Irwin, late of the borough of Newville, deceased.
JOSEPH NEELY,
24nov70-3t Register.

NOTICE.

Notice is hereby given that I will apply for a pardon to His Excellency, the Governor of Pennsylvania, in the case of the Commonwealth against me in the Oyer and Terminer of Cumberland county, for the murder of Maria M. Stinnecke.
24nov70 2t PAUL SCHOEPPE.

EXECUTOR'S NOTICE.

Letters testamentary on the estate of Alexander Logan, late of West Pennsborough township deceased, having been granted to the undersigned, all persons indebted to said estate are notified to make immediate payment, and those having claims against it to present them, duly authenticated, to
WILLIAM A. LOGAN,
24nov70-6t Executor.

ADMINISTRATOR'S NOTICE.

Letters of Administration on the estate of William G. Washwood, late of the borough of Carlisle, deceased, have been issued by the Register of Cumberland county to the undersigned residing in said borough. All persons indebted to the said estate will make immediate payment, and those having claims to present them, duly authenticated, to the subscriber for settlement.
ELIZA WASHWOOD,
24nov70-6t Administratrix.

EXECUTOR'S NOTICE.

Letters testamentary on the estate of Joseph Mellinger, late of Penn township, deceased, have been issued by the Register of Cumberland county to the undersigned residing in said township. All persons indebted to the said estate will make immediate payment, and those having claims to present them, duly authenticated, to the subscriber for settlement.
JOHN MELLINGER,
24nov70-6t Executor.

DISSOLUTION OF PARTNERSHIP

The partnership heretofore existing between Samuel R. Claudy and A. Woods Walker, under the name of "Walker & Claudy," in the Tinware and Stove Business, at this day dissolved by mutual consent. The said Samuel R. Claudy assumes the payment of all the partnership debts, and is authorized to collect all debts due the late firm. The books are now in the hands of M. C. Herman, esq., for collection.
SAMUEL R. CLAUDY,
A. WOODS WALKER.
Carlisle, Pa., Oct. 25, 1870.

☞ Samuel R. Claudy will continue in the Tinware and Stove Business at the old place.
10nov70-6t

NOTICE.

The partnership heretofore existing between Henry Nagle, R. F. Smeltz, and H. A. Hook, under the name of Nagle, Smeltz & Co., is this day dissolved. All accounts will be settled with Nagle & Smeltz, who will continue the Coachmaking business at the old stand, opposite the Mansion House.
HENRY NAGLE,
R. F. SMELTZ,
HENRY HOOK.
Carlisle, Nov. 4, 1870. 10nov70-6t

EXECUTOR'S NOTICE.

Letters testamentary on the estate of James Boattie, late of Southampton township, deceased, have been granted by the Register of Cumberland county to the subscribers, residing in said township. All persons indebted to said estate will please make payment, and those having claims to present them, duly authenticated, to the undersigned for settlement.
THOMAS G. BEATTIE,
10nov70-6t* Executor.

EXECUTOR'S NOTICE.

Letters testamentary on the estate of Sarah Pierson, late of the borough of Carlisle, deceased, have been issued by the Register of Cumberland county to the subscriber, residing in said borough. All persons indebted to said estate will please make payment, and those having claims to present them, duly authenticated, to the undersigned for settlement.
JESSE B. HUMER,
27oct70 6t* Executor.

NOTICE.

Notice is hereby given, that application will be made to the next Legislature, for the incorporation of a Bank of Deposit and Discount, to be located in Carlisle, Cumberland county, Pa., to be called the "Farmers' Bank," with a capital of Fifty Thousand Dollars, with the privilege of increasing to One Hundred Thousand Dollars.
28june70-6m

Medical.

ULCERS! TUMORS! CANCERS!
Dr. Kline, at the Philadelphia Cancer Institute, 931 Arch street; Prof. Dalton, 238 W. 4th street, Cincinnati, O., and Dr. Greene, at Charlotte, N. C., are making astonishing cures of all Ulcers, Tumors, and Cancers, by their great Cancer Antidotes, without the knife or caustic medicine, and with but little pain. Every root and fiber is killed and removed, if taken in time, and can not return. Beware of bogus professors, with their bogus treatments, stealing our advertisements. No others have these treatments. None other should ever be used. For particulars send for circular. Call, or address as above
15sep70-3m

John S. Reese & Company.

PACIFIC GUANO COMPANY.

CAPITAL, $1,000,000.

JOHN S. REESE & CO.,

GENERAL AGENTS,

OFFICES:

122 South Delaware ave., Philadelphia,
10 South street, Baltimore.

SOLUBLE PACIFIC GUANO.

No fertilizer introduced to the farmers of the Middle and Southern States has given more general and uniform satisfaction than this guano.

The trade in it has steadily increased until the consumption now throughout the entire country far exceeds that of any other fertilizer.

The large capital involved in its production affords the surest guarantee of its continued excellence. The company has a far greater interest in the permanency of its trade than any number of consumers can have; hence it is the highest interest of the company to put the best fertilizer into market, that their usual facilities, aided by the best scientific ability can produce.

This guano is sold at retail by local agents of the company throughout New Jersey, Delaware, Pennsylvania, and the Southern States, and at wholesale, by
JOHN S. RESSE & CO.,
10se70 3m General Agents for the Company.

A. L. SPONSLER'S COLUMN.

A. L. SPONSLER,
Real Estate Agent, Scrivoner, Conveyancer, Insurance and Claim Agent. Office Main Street, near Centre Square.

HOTEL OR TAVERN STAND FOR SALE.

Situated on the southeast corner of Hanover and South streets, in the borough of Carlisle, known as
THE FARMERS' HOTEL.
This Lot contains 70 feet in front and 240 feet in depth. The improvements are a Two Story
FRAME HOTEL BUILDING, AND DWELLING
attached, fronting on Hanover street, a large Brick Hotel Stable, and Shed attached, Weighing Scales, Cow Stable, Hog Pens, and other convenient outbuildings. Gas in the hotel, and hydrant in the yard, and stable likewise, and an excellent well of water at the door.
This property is in good order, the interior having been recently papered and painted, is an excellent business stand, and has a good run of custom.
For terms, &c., enquire of
A. L. SPONSLER,
17nov70 Real Estate Agent.

A Two-Story Brick Dwelling For Sale.

No. 28 South Bedford street, containing two parlors, hall, and kitchen on the first floor, and three chambers on the second story, with a finished attic back and front, stairway balcony to back building, and grape arbor and hydrant in the yard.
Apply to
A. L. SPONSLER,
17nov70 Real Estate Agent.

THE subscriber has several other valuable properties for sale in eligible parts of the town, which will be reasonably disposed of
A. L. SPONSLER,
17nov70 Real ESTATE Agent.

VALUABLE REAL-ESTATE AT PUBLIC SALE.

Will be sold at public sale, at the Court House, in the borough of Carlisle,
On Friday, December 9, 1870,
the following described real estate, now owned by Mrs. Eliza Washwood, and situate in said borough:
No. 1—The property known as No. 78 West Main street, the lot containing 30 feet in front and 240 in depth. The improvements are a large
THREE-STORY BRICK AND STONE HOUSE,
with a large Two-Story Brick Back Building attached, comprising on the first floor a fine store room hall, sitting room, dining room, and kitchen. A large parlor, and four chambers on the second floor and three rooms on the third floor. Wash house and other convenient outbuildings, gas and water introduced, and fruit trees and grape vines in the yard.
This property has been occupied for many years as a Grocery Store, is an excellent location, and has always commanded a fine run of business.
No. 2—A valuable private residence, situated on South Hanover street, late the property of Benedict Lawn. The lot fronts on Hanover street, 90 feet, and extends back the same width 240 feet to an alley. The improvements are a large
Two-Story Frame House,
with verandah in front, containing double parlors, hall, chamber, dining room, and kitchen on lower floor, and six chambers and bath room on the second story. Gas and water have been introduced. There is a large Stable and Carriage House at the foot of the lot. The lot is well studded with ornamental trees and shrubbery, besides fruit of almost every description, and Grapes of the most choice selection in abundance.
Sale to commence at 11 o'clock on said day, when due attendance will be given and terms made known by
A. L. SPONSLER,
24nov70 Real Estate Agent Carlisle.

VIRGINIA LANDS in the Shenandoah Valley for sale.—A number of valuable, and highly improved farms in "the Valley" are offered for sale. The tracts run from 90 to 350 acres. The land is of the best quality of limestone, fully equal, if not superior, to the land in Cumberland Valley, and will be disposed of at astonishingly low figures. The extension of the Cumberland Valley Railroad into Virginia, as now surveyed, will run immediately through the section of country in which these lands are located, which, when completed, together with the advantage of the Shenandoah river transportation will give them all the advantages of Northern and Eastern markets. A splendid opportunity for lucrative investments is here offered.
A full and minute description of the location and character of the various tracts may be had, by applying to
A. L. SPONSLER,
17nov70 Real Estate Agent, Carlisle.

ORE BANK FOR SALE.—A rich deposit of the best quality Hermatite Ore, yielding 50 per cent, comprising about 18 Acres, located in Monroe township, about two miles from the Iron Works of C. W. & P. V. Ahl, on the south side of the Yellow Breeches creek. There is a stream of water running through the tract, sufficient for washing the ore, and furnishing water-power besides.
Persons desirous of viewing the bank may call upon George W. Leidich, at "Leidich's mill," formerly known as Bricker's mill, in Monroe township, Cumberland county, or upon
A. L. SPONSLER,
30jo69 Real Estate Agent, Carlisle.

ORE WASHER FOR SALE.—An excellent Ore Washer, at the Ore Bank of George W. Leidich, nearly new. Will be sold very low. Apply to
A. L. SPONSLER.
6jan70

TRAVELERS' GUIDE.

SOUTH MOUNTAIN IRON CO'S.,
RAILROAD.
CHANGE OF HOURS.
Office of General Superintendent, Carlisle, Pa., October 3, 1870.

TRAINS RUN AS FOLLOWS:

	A. M.	P. M.
Leave Carlisle (C. V. R. R. Depot)	6.33	2.50
" Junction	6.40	3.00
" Mt. Holly	7.20	3.40
" Hunter's Run	8.05	Arrive 4.00
Arrive at Pine Grove	8.35	

RETURNING:

	A. M.	P. M.
Leave Pine Grove	9.00	
" Hunter's Run	9.45	4.20
" Mt. Holly	10.05	4.45
Arrive at Junction	10.40	5.25

F. C. ARMS,
22sep70 General Sup't.

CUMBERLAND VALLEY R. R.
CHANGE OF HOURS.
WINTER ARRANGEMENT.
On and after Thursday, November 24, 1870, Passenger Trains will run daily, as follows, (Sundays excepted):
WESTWARD!
ACCOMMODATION TRAIN leaves Harrisburg 8:00 A. M., Mechanicsburg 8:35, Carlisle 9:11, Newville 9:40, Shippensburg 10:22, Chambersburg 11:05, Greencastle 11:46, arriving at Hagerstown 12:45, A. M.
MAIL TRAIN leaves Harrisburg 1:55, P. M., Mechanicsburg 2:27, Carlisle 2:58, Newville 3:32, Shippensburg 4:02, Chambersburg 4:35, Greencastle 5:11, arriving at Hagerstown 5:40, P. M.
EXPRESS TRAIN leaves Harrisburg 4:30, P. M, Mechanicsburg 5:02, Carlisle 5:32, Newville 6:05, Shippensburg 6:35, arriving at Chambersburg 7:00, P. M.
A MIXED TRAIN leaves Chambersburg 7:45, A. M Greencastle 9:00, arriving at Hagerstown 10:05, A. M.
EASTWARD!
ACCOMMODATION TRAIN leaves Chambersburg 5:00 A. M, Shippensburg 5:20, Newville 6:00, Carlisle 6:33, Mechanicsburg 7:02, arriving at Harrisburg 7:30, A. M.
MAIL TRAIN leaves Hagerstown 8:30 A. M, Greencastle 9:00, Chambersburg 9:46, Shippensburg 10:22, Newville 10:53, Carlisle 11:29, Mechanicsburg 12:05 arriving at Harrisburg 12:35, P. M.
EXPRESS TRAIN leaves Hagerstown 12:00 M, Greencastle 12:28, Chambersburg 1:05, Shippensburg 1:37, Newville 2:10, Carlisle 2:50, Mechanicsburg 3:18, arriving at Harrisburg 3:50, P. M.
A MIXED TRAIN leaves Hagerstown 3:20 P M, Greencastle 4:27, arriving at Chambersburg 5:20, P. M.
☞ Making close connections at Harrisburg with trains to and from Philadelphia, New York, Washington, Baltimore, Pittsburg, and all points West.
O. N. LULL, Supt.
Superintendent's Office, Chamb'g, Nov. 21, 1870.

Reduction in Price of Coal.

CHEAP COAL!
50 CENTS REDUCTION,
ON CURRENT MARKET RATES,
TO FAMILIES:

	Nut.	Egg.
Hickory Swamp	4 25	5 00
Lorberry	4 50	5 75
Lincoln Red Ash	4 50	5 75
Lykens Valley	4 75	5 50
Baltimore Coal	5 50	6 00

Coal delivered to all parts of the town at the above prices.

TO LIMEBURNERS:

	Nut	Egg.
Hickory Swamp	$1 00	$3 00
Lorberry	4 25	3 25
Lincoln	4 25	3 25
Lykens Valley	4 50	3 50

Orders subject to any changes in the market at time of shipment.
Farmers and Limeburners, along the line of the Cumberland Valley Railroad, furnished at correspondingly low rates.
Orders filled with dispatch.
GEORGE ZINN.
Office—corner of Main and Pitt streets.
13oct70

REDUCTION in price of Coal by Car Load.—The subscriber will sell COAL BY THE CAR LOAD, at a reduction on the same principle of others who wholesale, viz:
1. Never to re-weigh the coal.
2. Never to re-screen the coal.
3. Consumers who thus purchase lose on an average, from 500 to 800 pounds in weight, in a car containing 4 to 4½ tons.
20oct70 A. H. BLAIR.

FOR SALE.

150 tons Coal Screenings, taken out of Coal sold in Fall trade, at $1.00 per ton at yards of
A. H. BLAIR.
20oct70.

Pure Drugs, Chemicals, &c.

FOR PURE DRUGS, CHEMICALS, and Patent Medicines, go to J. B. Haverstick's, No. 5 South Hanover street. Also, a splendid assortment of Toilet Soaps, Perfumeries, and Fancy Toilet Articles.
J. B. HAVERSTICK.
13oct70 No. 5 South Hanover street, Carlisle, Pa.

Bowers' Fertilizer.

A PERFECT FERTILIZER FOR ALL CROPS.

BOWER'S COMPLETE MANURE,
made from Super Phosphate of Lime, Ammonia, and Potash.
Warranted free from adulteration, and equal in quality to any sold during the last four years.

This manure contains all the elements of plant food in a Soluble form. Also, food for giving lasting fertility to the soil.
An undeniable fact.

Experience in the use of "Bower's Complete Manure" by the best farmers of Pennsylvania, New Jersey, Delaware, Maryland, and the Cotton States running through a period of four years' trial, has resulted in proving it to be THE BEST FERTILIZER OFFERED FOR SALE.
HENRY BOWER, Manufacturing Chemist.
Gray's Ferry Road, Philadelphia.
DIXON, SHARPLESS & CO,
40 South Delaware avenue, Philadelphia.
WILLIAM REYNOLDS,
105 South street, Baltimore,
And for sale by all leading dealers.
10sep70 3m

To the Young Men.

MANHOOD:
HOW LOST, HOW RESTORED.
Just published, a new edition of Dr. Culverwell's Celebrated Essay on the radical cure (without medicine) of Spermatorrhœa, or Seminal Weakness, Involuntary Seminal Losses, Impotency, Mental and Physical Incapacity, Impediments to Marriage, etc.; also, Consumption, Epilepsy, and Fits, induced by Self-Indulgence or Sexual Extravagance.
☞ Price, in a sealed envelope,
ONLY SIX CENTS.
The celebrated author, in this admirable essay, clearly demonstrates from a thirty years' successful practice, that the alarming consequences of self-abuse may be radically cured, without the dangerous use of internal medicine or the application of the knife; pointing out a mode of cure at once simple, certain and effectual, by means of which every sufferer, no matter what his condition may be, may cure himself cheaply, privately, and radically.
☞ This lecture should be in the hands of every youth and every man in the land.
Sent under seal, in a plain envelope, to any address, postpaid on receipt of six cents, or two post stamps.
Also, Dr. Culverwell's "Marriage Guide," price 25 cents. Address the publishers,
CHAS. J. C. KLINE & CO.,
127 Bowery, New York, Post Office Box, 4,586.
5june70

CITY ADVERTISEMENTS.

$10,000 GUARANTEE

BUCK LEAD Excels all other LEAD!
First. For its Unrivaled Whiteness.
Second. For its Unequaled Durability.
Third. For its Unsurpassed Covering Property
☞ Lastly, for its Economy. ☜
☞ It costs less to paint with Buck Lead, than any other White Lead extant. The same weight covers more surface, is more durable, and makes whiter work.
BUCK LEAD is the cheapest and best.

$10,000 GUARANTEE!

BUCK ZINC Excels all other ZINCS.
First. For its Unequaled Durability.
Second. For its Unrivaled Whiteness.
Third. For its Unsurpassed Covering Property.
Lastly, for its Great Economy,
being the cheapest, handsomest, and most durable White Paint in the world.
BUY ONLY
BUCK LEAD AND BUCK ZINC;
TRY IT AND BE CONVINCED
Satisfaction Guaranteed by the Manufacturers.

BUCK COTTAGE COLORS,

Prepared expressly for Painting
Cottages, Outbuildings of every description, Fences, &c. Thirty-five different Colors, Durable, Cheap, Uniform, and Beautiful Shades.
Sample cards sent by mail, if desired.
Dealers Orders will be promptly executed by the manufacturers.
FRENCH, RICHARDS & CO.,
N. W. COR. TENTH AND MARKET STREETS.
PHILADELPHIA.
FOR SALE WHOLESALE AND RETAIL
BY HENRY SAXTON & CO.,
Dealers in Hardware, Paints, Oils, Glass, &c.,
CARLISLE, PA.
22jan70ly

PHILADELPHIA

PLASTER WORKS,
COATES STREET WHARF,
CALCINED AND LAND
PLASTER.
FERTILIZING SALTS,
BONE DUST,
TERRA ALBA,
&c., &c.
ANY inquiry will receive immediate answer. Satisfaction in price and material assured, and shipments promptly made.
SMITH & HARRIS,
24feb70-1y Philadelphia.

HATS AND CAPS.

J. G CALLIO,
No. 20 WEST MAIN STREET,
CARLISLE, PENNA.,
The HATTER of Carlisle!
The HATTER of Carlisle!!
The latest styles just received!
The latest styles are on hand!!
SILK HATS from the best Manufactures!!!
FASHIONABLE HATS just out!!!!
J. G. CALLIO wishes to call attention to his large stock of
HATS AND CAPS,
He manufactures Hats to order, and has the best arrangements for coloring Hats, Woolen Goods, and Overcoats, at short notice.
The highest CASH PRICE is paid for
COUNTRY FURS.
☞ GIVE HIM A CALL. ☜
NO 20 MAIN STREET.
10sep70

John Fareira—Fancy Furs.

LADIES' FANCY FURS!
JOHN FAREIRA,
718 ARCH STREET,
Middle of the Block, between Seventh and Eighth streets, south side,
PHILADELPHIA,
Importer, Manufacturer, and Dealer in all kinds and quality of
FANCY FURS,
For Ladies' and Children's Wear.
Having enlarged, re-modeled, and improved my old and favorably known Fur Emporium, and having imported a very large and splendid assortment of all the different kinds of Furs, from first hands in Europe, and have had them made up by the most skillful workmen, I would respectfully invite my friends of Cumberland and adjacent counties, to call and examine my very large and beautiful assortment of Fancy Furs, for Ladies and Children. I am determined to sell at as low prices as any other respectable House in this city. All Furs warranted. No misrepresentations to effect sales.
JOHN FAREIRA,
20oct70-3m. 718 Arch street, Philadelphia.

FIRST AND LAST.

They sat together, hand in hand,
The sunset flickered low;
The fickle sea crept up the strand,
And caught the afterglow.

He sang a song, a little song
No other poet knew,
And she looked up and thought him strong,
Looked down and dreamed him true.

The fickle sea crept up the strand,
And laughed a wanton laugh—
Took up the song the poet planned,
And sang the other half.

Times change; the two went diverse ways;
The evening shades increase
On him, grown old in fame and praise,
And her in household peace.

The echo of the false, sweet words,
He spoke so long ago,
Has passed, as pass the summer birds
Before the winter snow.

PUBLIC IMPROVEMENTS IN PENNSYLVANIA:

BY HON. SIMON CAMERON, UNITED STATES SENATOR FROM PENNSYLVANIA.

Any one will see, who will take the trouble to read the debates on the location of the National Capital, that the decision of that question seems to have been made solely with reference to a connection of the East with the then great wilderness of the West. All the sagacious men then in public life looked forward to the time when the West, with its wonderfully productive soil brought under subjection by industry, would exercise a controlling influence on the destiny of the country. Columbia, in the State of Pennsylvania, was at one time within one vote of becoming the site of the Capital; and Germantown, near, and now a part of, Philadelphia, was actually decided on as the proper location by a majority of one. The first of these was favored because it was believed to be a favorable point from which to begin a slack-water route to the West. Germantown, situated near the Schuylkill, was chosen for the same reason. All looked forward to a system of canals which would accomplish this desirable object, and experience has fully demonstrated their wisdom in that great design. About 1790, General Washington and the great financier, Robert Morris, travelled on horseback from Philadelphia to the Susquehanna river, with a view of deciding whether a canal could be built over that route.

Shortly after this, some gentlemen near Philadelphia actually began building a canal to the West, did some work on its eastern end, built one or two locks on the dividing ridge near Lebanon, and for want of sufficient funds and knowledge of the subject the work stopped. The money expended on the enterprise was lost.

But the progressive men of the country, keeping their minds on the subject, continued to agitate the popular mind until 1820, when the Legislature of Pennsylvania chartered the Union Canal Company, and appropriated one million dollars to aid its construction. In a few years the canal was completed between the Schuylkill and the Susquehanna. Although very small, this improvement did a great deal of good. But the most remarkable thing about it was its unpopularity with the masses. Not only the members of the General Assembly who passed the bill, but Governor Heister who signed the act of incorporation, were driven from office at the first opportunity legally presented for testing public opinion, and the party to which they belonged went into a minority. I remember well what a mighty sum a million of dollars then seemed to be; and the political revolution caused by this appropriation showed me that the idea of its vastness was not confined by any means to myself.

Like all great projects intended for the public good, that of Internal Improvement progressed. In 1823, the New York canal—which had been pushed through against the prejudiced opposition of the people, by the genius of De Witt Clinton—was opened. Its success caused revolution in the public mind all over the country. The effect was so marked in this State, that in 1825 a Convention was called to consider the subject. Every county in the State was represented, I believe. That body pronounced in favor of a grand system of public works, which should not only connect the East and the West, but also the waters of the Susquehanna with the great lakes, the West and North-West. Appropriations were recommended to the amount of three millions of dollars, and in 1826, I think, the work began. This sum seemed to be enormous, and the estimates of the engineers reached a total of six millions of dollars. Meeting an ardent friend of the system one day, he declared that a sum of that magnitude could never be expended on these works. I ventured to reply, with great deference to his age and experience, that I thought it would be insufficient, and before they were completed I would not be surprised if ten million dollars would be found necessary. Looking at me steadily for a few moments, he closed the conversation by exclaiming, "Young man, you are a d——d fool!" I was thus left in full possession of his opinion of me. But after we had spent $41,698,594·74 in the construction of these works, I found my estimate of his judgment, was singularly in harmony with my opinion of his politeness. His candor I never doubted.

Our system of canals was completed, and the benefits derived from them were incalculable. When they were commenced our State was poor. Industry languished. The interchange of her produce was difficult. Population was sparse. Intelligence was not generally diffused. Manufacturers struggled weakly along. Work was not plentiful. Wages were low. When they were finished, the busy hum of industry was heard on every hand. Our population had grown until we numbered millions. Our iron ore beds were yielding their precious hoards for human use. Coal mines, unknown or useless until means were provided for transporting their wealth to market, now sent millions of tons in every direction. Progress in every walk of advanced civilization was realized, and we were on the high road to permanent prosperity. But in the mean time a new and better means of communication had been discovered, and the building of railroads quickly reduced the value of our canals; and the works we had completed at so much cost, and with such infinite labor, were suddenly superseded. We lost nearly all the money they had cost us, but the investment was wisely made. The return to our State was many times greater than the outlay.

In the Convention of 1825, there were two gentlemen who voted for railways instead of canals. One was Professor Vethake of Dickinson College, Carlisle; and the other was Jacob Alter, a man of very little education, but of strong understanding. The Professor was looked upon as a dreamer, and was supposed to have led his colleague astray in his vagaries. But they both lived to see railroads extended over the whole world. As a part of our system of public works, we built a railroad from the Delaware to the Susquehanna, from Philadelphia to Columbia, and one from the eastern base of the Allegheny mountains to their western base. They were originally intended to be used with horse-power. In the mean time, the railroad system had been commenced, and the Pennsylvania Railroad, under the charge of a man of extraordinary ability, John Edgar Thomson, was rapidly pushed to completion. Another great railway, the Philadelphia and Reading, was built to carry anthracite coal from the Schuylkill mines to market. A railroad was also built on each side of the Lehigh river, that another part of our coal territory might find a market in New York. Another was built from the north branch of the Susquehanna, connecting with the New York roads, and leading to the northern coal fields. And yet another was built along the Susquehanna, through the southern coal basin, to the city of Baltimore. The total cost of these roads, independent of the Pennsylvania railroad, was $95,250,418.10, as shown by official reports. Their earnings last year is officially given at $24,753,965.32. Each of these was forced to contend with difficulty and all were looked upon with suspicion until they actually forced their usefulness on the public mind. Those who had made the fight for canals were forced to go over the whole ground again for railroads, and their double victory is greater than the success generally vouchsafed to the pioneers in any cause. These roads with the Pennsylvania Railroad and the lesser lines of improvements running through the coal region, cost over $207,000,000!

The Reading Railroad will serve to illustrate the struggle of these great schemes. Its stock, now worth over par, once sold for twenty cents on the dollar; and at one time it was forced to sell its bonds at forty cents on the dollar to pay operating expenses. The vindication of the sagacity of the pioneers in these great interprises is complete. All these lines are now profitable. And it has been demonstrated every where in the United States, that every new railroad creates the business from which its stockholders receive their dividends. It seems therefore, scarcely possible to fix a limit to our profitable railroad expansion. They open up new fields of enterprise, and this enterprise, in turn, makes the traffic which fills the coffers of the companies.

I cannot now look back to the struggle to impress the people with the advantages of railways, without a feeling of weariness at the seemingly hopeless struggle, and one of merriment at the general unbelief in our new fangled project. Once at Elizabethtown, in this State, a public meeting had been called for the purpose of securing subscriptions to the stock of the Harrisburg and Lancaster Railroad. This road was intended to complete the railway between Philadelphia and Harrisburg one hundred and five miles. A large concourse had gathered. Ovid F. Johnson, Attorney General of our State, and a brilliant orator, made an excellent speech; but the effect was not in proportion to the effort. I determined to make an appeal, and I gave such arguments as I could. In closing, I predicted that men were now listening to me who would see the day when a man could breakfast in Harrisburg, go to Philadelphia transact a fair day's business there, and returning, eat his supper at home. Great applause followed this, and some additional subscriptions. Abram Harnly, a friend of the road, and one of the most intelligent of his class, worked his way to me, and taking me aside, whispered "That was a good idea about going to Philadelphia and back to Harrisburg the same day;" and then, bursting with laughter, he added, "But you and I know better than that." We both lived to see the road built; and now people can come and go over the distance twice a day, which Abram seemed to consider impossible for a single daily trip.

The peculiar condition of the States then known as "the West" was the subject of anxiety to many. They had attracted a large population, but the people were exclusively devoted to agriculture, lacking a diversified industry, they were without accumulated wealth to enable them to build railways; nor were the States in condition to undertake such an onerous duty, although several of them made a feeble attempt to do so. At one time the bonds of Illinois issued to raise money to build her canals, sold as low as thirty cents on the dollar. So with Indiana. Both those States were supposed to be bankrupt. It became, therefore, an important problem as to how means of communication should be supplied to the people of the West. Congress, in 1846, gave a grant of land to aid in building a railroad in Illinois. Every alternate section was given to the Company, and each alternate section was reserved by the Government. The road was built; and the one-half of the land retained by the Government sold for a great deal more money than all was worth before the road was constructed. This idea was original, I think, with Mr. Whitney, of Massachusetts, who spent two winters in Washington, about 1845, endeavoring to induce Congress to adopt that plan for the construction of a Trans-Continental Railway. He died before seeing his scheme succeed. Others have built a road across the continent on the Central route. Another on the Northern route is now progressing, and the wealth and enterprise of those having it in charge renders its completion certain. And it yet remains for us to give to the people of the Southern route a road to the Pacific which shall develop the magnificent region through which it will pass, and give the country one route to the great ocean protected from the ordinary difficulty of climate with which railroads must contend over so large a part of our territory. But I am admonished by the value of your space to confine myself to the limits of my own State.

I have said the outlay we made in building our public works was of great benefit to us, even when the canals had been rendered almost valueless through the competition of railroads. This is paradoxical, but it is true nevertheless. That expenditure gave our people a needed knowledge of our vast resources. It familiarized them with large expenditures when made for the public good. And it showed them how a great debt may be beneficially incurred, and yet not break down the enterprise of the people. We at one time owed $41,698,595.74. By a steady attention to our finances, it is now reduced to $31,000,000, with resources—the proceeds of the sale of our public works—on hand amounting to $10,000,000. And while we have been steadily reducing our State debt