

Democrat and Sentinel.

THE BLESSINGS OF GOVERNMENT, LIKE THE DEWS OF HEAVEN, SHOULD BE DISTRIBUTED ALIKE UPON THE HIGH AND THE LOW, THE RICH AND THE POOR.

NEW SERIES.

EBENSBURG, JUNE 10, 1857.

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TERMS.

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35 All advertisements must be marked with
the number of insertions desired, or they will be
continued until forbid, and charged accordingly.

Choice Poetry.

"HOOP-DE-DOODEN-DO!"

Recently, says the *Pittsburg Chronicle*, a worthy
man, not much an observer of fashions, re-
turned to his home, within twenty miles of us,
after having been absent in the Far West for
about a year. The first thing that puzzled him
on his arrival was his wife's skirts; his wife was
in the habit of calling the new hoop skirts
"hoop-de-dooden-do!"

A lady sat in her rocking chair,
(This tale we yet may rue,
Her skirts swelled out in wide array
From her "hoop-de-dooden-do!")

Her lord had, one a long way off,
(And stopped too long there, too,
So the lady increased her skirts at home
With her "hoop-de-dooden-do!")

Long months rolled on—a year flew by,
(To stop time never sue.)
Still the lady's skirts in fashion stuck out
From her "hoop-de-dooden-do!"

Towards winter time her lord came home,
(Perhaps his nose looked blue,
He "smelt a nice"—he started at the skirts
And their "hoop-de-dooden-do!")

At length he spake unto his wife,
(Now, good wives all speak true)
"My dear what makes your skirt swell out?
"Why, my 'hoop-de-dooden-do!"

The good man saw 'twas fashion's whim,
(E'en a fashion wives pursue,
But he vows his wife's skirts scared him so
With her "hoop-de-dooden-do!")

MADAM, AS YOU PASS US BY.

BY T. B. ALDRICH.

Madam, as you pass us by,
Dreaming of your loves and wine,
Do not brush your rich brocade
Against this little maid of mine,
Madam, as you pass us by.

When in youth my blood was warm;
Wine was royal, life complete,
So I drained the cups of wine,
So I sat at women's feet,
When in youth my blood was warm.

Time has taught me pleasant truths:
Lilies grow where thistles grew;
Ah, you loved me not. This maid
Loves me. There's an end of you!
Time has taught me pleasant truths.

I will speak no bitter words,
Too much passion made me blind;
You were subtle. Let it go!
For the sake of woman-kind
I will speak no bitter words.

But, Madam, as you pass us by,
Dreaming of your loves and wine,
Do not brush your rich brocade
Against this little maid of mine,
Madam, as you pass us by.

A PRAYER CUT SHORT.—Parson B. was
truly a pious man, and at the long graces,
which usually followed the meals, he and the
whole family reverently knelt, except the
Parson's brother, (who being of much farty-
ble and overlooking the garden.) One day,
it was summer time, the Parson was unusu-
ally favored; not appearing to notice the
fidgety actions of his brother, who kept twist-
ing about, until finding no end to the thanks
he broke in with—

"Cut it, Parson—cut it short; the cows
are in the garden playing ball with the
cabbages!"

If twenty seven inches of snow give
three inches of water, how much milk will a
cow give when fed on rutabaga turnips?
Multiply the flakes of snow by the hair on the
cow's tail, then divide the product by turnip,
add a pound of chalk and the sum will be the
answer.

The Bill for the Sale of the Main Line as
passed by the Senate and House and signed
by the Governor.

Sec. 1. Be it enacted by the Senate and
House of Representatives of the Commonwealth
of Pennsylvania in General Assembly met,
and it is enacted by the authority of the same,
That it shall be the duty of the Governor,
within ten days after approving this act, to
cause to be advertised daily until the day of
sale in one or more of the daily papers of ex-
tensive circulation, published in the cities of
Philadelphia, Pittsburg, Washington, Boston,
and in the borough of Harrisburg, a notice
that the main line of the public works will be
exposed to public sale at the Merchants' Ex-
change, or some other public place in the city
of Philadelphia, on a day to be selected by
him not more than forty days after the pas-
sage of this act. If a sale shall not be ef-
fected on the day fixed by the Governor, it shall
be lawful for him to adjourn the sale from
time to time as he may deem expedient:

Provided, That public notice of such adjourn-
ment shall be given to such newspapers as he
may select: And provided further, That the
last day of adjournment for said sale shall not
be less than twenty days before the meeting
of the next Legislature

Sec. 2. That at the time and place so se-
lected, it shall be the duty of the Governor to
have offered at public sale the whole main
line of the public works, to wit: the Philadel-
phia and Columbia railroad, the canal from
Columbia to the junction at Duncan's Island,
the Juniata canal, from thence to Hollidays-
burg, the Allegheny railroad, including the
new road to avoid the inclined planes, and the
canal from Johnstown to Pittsburg, and all
the property thereto appertaining or in any
wise connected therewith.

Sec. 3. That it shall be lawful for any per-
son or persons, or railroad or canal company
now incorporated, or which may hereafter be
incorporated, by and under the laws of this
Commonwealth, to become the purchasers of
the said Main Line of the Public Works, for
any sum not less than seven and a half mil-
lions of dollars; and in the event of a sale of
the said Main Line being made to individu-
als, it shall be lawful for such individuals so
purchasing after the said public sale, to assign
and transfer their right to the said Main Line
under said purchase to any railroad or canal
company, created by the laws of the Com-
monwealth, and such railroad or canal com-
pany, on compliance with the conditions of the
said sale, and on the payment or securing of
the purchase money of the said Main Line as
hereinafter provided, shall be fully invested
with the rights of the said purchasers, and be
entitled to the same rights and privileges as
if the said Main Line had been struck off and
sold to said company at the time of said pub-
lic sale; and if necessary said company may
increase their capital stock or borrow money
and issue their bonds to any amount not ex-
ceeding fifty per centum above the amount
of the purchase money; and should any as-
sociation of individuals become the purchasers
of the Main Line on the terms prescribed by
this act, the Governor is hereby authorized to
grant them letters patent incorporating the
same into a body corporate, in deed and in
law, under the name, style and title of the
Philadelphia and Pittsburg railroad and canal
company with all the privileges and subject
to all the restrictions of an act regulating rail-
road companies, approved the nineteenth day
of February, one thousand, eight hundred and
forty-nine, and the supplement thereto, so far
as it is consistent with the provisions of this
act: Provided, That no bid shall be accept-
ed unless the bidder or the company to whom
he shall assign the bid shall have deposited in
the hands of the Governor, or some person du-
ly authorized to receive it, the sum of one
hundred thousand dollars in cash or State
bonds, which shall be forfeited to the use
of the use of the Commonwealth, if the terms of
sale are not complied with; and if the party
to whom the same shall be struck down shall
not comply with the said conditions, by the
payment of one hundred thousand dollars as
aforesaid, then it shall be the duty of the Gov-
ernor if deemed proper by him, to tender the
same to the next highest bidder who shall
comply with the said conditions: Provided,
That said next bid is not less than seven mil-
lions, five hundred thousand dollars or again
expose the Main Line to public sale, as pro-
vided for by the first section of this act: And
provided further, That if the Pennsylvania
railroad company shall become the purchas-
ers of said main line, at said public sale, or
by assignment as aforesaid, they shall pay in
addition to the purchase money at which it
may be struck down, and which shall not
be less than the sum of seven and a half
millions of dollars, the sum of one and a half
millions of dollars, the whole amount of sale
to be paid in the bonds of the company, bearing
interest at five per centum per annum,
payable semi-annually on the thirty-first days
of January and July of each year, and which
bonds without further record shall remain a
lien upon the said Main Line, one hundred

thousand dollars of which said bonds, to fall
due on the thirty-first day of July, one thou-
sand eight hundred and fifty eight, and one
hundred thousand dollars thereof annually
thereafter, until the thirty-first day of July,
one thousand eight hundred and ninety, when
one million of the residue shall fall due, and
one million annually thereafter, until the whole
is paid; and upon the execution and delivery
of said bonds to the Treasurer of the State,
the Pennsylvania Railroad Company, and the
Harrisburg, Mount Joy and Lancaster Rail-
road Company, shall, in consideration there-
of, be discharged, by the Commonwealth, fore-
ver from the payment of taxes upon tonnage
or freight carried over said railroads; and the
said Pennsylvania Railroad Company shall
also be released from the payment of all other
taxes, or duties, on its capital stock, bonds,
dividends or property, except for city, bor-
ough, county, township and school purposes,
and that it shall be lawful for their purchas-
ers, or their assigns, either to purchase or
lease, hold, and use the railroad of the Har-
risburg, Portsmouth, Mount Joy and Lan-
caster Company, and to straighten and im-
prove the said Philadelphia and Columbia
Railroad, and to extend the same to the Del-
aware river, in the city of Philadelphia; and
it shall be further lawful for them to alter,
enlarge and deepen the canal portion of said
Main Line, and to make such locks or dams,
and to make in whole or part a slackwater
navigation, as may be deemed expedient; and
in the event of a sale or lease as aforesaid by
the Harrisburg, Portsmouth, Mount Joy and
Lancaster Railroad Company, the said com-
pany shall have the power to sell or lease, and
the said purchasers, or their assigns, to buy
or take on lease said road, and to make and
receive respectively all such contracts, deeds
or assurances, as may be necessary to carry
the same into effect: Provided, That the
right of the Commonwealth to enter upon, re-
sume and purchase the road of the Pennsylv-
ania Railroad Company shall cease and deter-
mine: And provided further, That in the
case of refusal of any stockholder or stock-
holders of said company to comply with the
provisions of this act, after the same may have
been accepted by a majority of the stockhold-
ers of the company, it shall be lawful for said
company to pay to the stockholder or stock-
holders so refusing, full market value of his,
her or their share or shares of stock, and such
share or shares shall ensure to the benefit of
the company, to be disposed of by the direc-
tors for the benefit of the balance of the stock-
holders.

Sec. 4. That if the said main line of public
works shall be sold to other parties than the
Pennsylvania Railroad Company the purchas-
er or purchasers shall be entitled to a like
credit upon the amount of purchase money,
and for the performance of the conditions of
said sale, in behalf of the purchaser, and for
the security of the purchase money to the
Commonwealth, the said purchase money, un-
til paid, shall remain a lien on said works;
and the individuals or company purchasing as
aforesaid, shall, within sixty days after said
sale, give a mortgage on said main line of
the public works, and bonds for the amount
of the purchase money, and in addition there-
to, shall deliver, within ten days after the
sale, to the Governor, for the use of the Com-
monwealth, bonds of the State of Pennsylvania,
or of the city of Philadelphia to the amount
of one hundred thousand dollars, and within
sixty days the additional amount of one
million, nine hundred thousand dollars, or in
lieu thereof a like amount of first mortgage
bonds of the Pennsylvania Railroad Com-
pany, and payment of the principal of such pur-
chase money shall be made in certificates of
loan of the Commonwealth of Pennsylvania,
at par or in cash, and of the interest in cash
semi-annually on the thirty-first days of July
and January of each and every year upon any
balance remaining due.

Sec. 5. That immediately after the said
purchaser or purchasers, or their assigns,
shall take possession of the same, the said
purchaser or purchasers or assigns shall be
bound ever hereafter to keep up in good
repair and operating condition the line of said
railroad and canal extending from Hollidays-
burg to Pittsburg, and so much of the West-
ern Division as lies between Blairsville and
Pittsburg, until the North Western Railroad
shall be opened for business from Blairsville
to the Allegheny river, with the necessary
toll-houses, water-stations, locks, buildings
and other appurtenances; and the said rail-
road and canal shall be and remain forever a
public highway, and the said purchaser or
purchasers of the same shall furnish station-
ary and locomotive engines, and motive power,
for the use of all persons or companies en-
gaged, or wishing to engage, in the transpor-
tation of tonnage and passengers at such times
and in such manner as not to impair the use
and enjoyment of said railroads, by such par-
ties, they paying just and fair charges, which
shall not exceed the rates of toll on the rail-

road prescribed in the charter of the Pennsylv-
ania railroad; and the rates of toll charged
shall not be more than eighty per centum
of those prescribed in the charter of the Union
canal company; it being the true intent
and meaning of this act that the said sections
of canal and railroad and every part thereof
except as is hereinbefore provided, shall be
and remain a public highway and kept open
and in repair by the purchaser or purchasers
thereof, or assigns, as such for the use and
enjoyment of all parties desiring to use and
enjoy the same: Provided, That said purchas-
ers be authorized to grant, sell and con-
vey, or to lease for a term of years, upon such
conditions as may be agreed upon any part or
portion of said canals, and any corporation or
association of individuals authorized by this
act to purchase the whole, may purchase or
lease such portions and hold the same subject
to the conditions and entitled to all the priv-
ileges contained in this act: Provided, That if
said purchaser or purchasers, or their as-
signs, shall decide to abandon the Western
division, or any part thereof, then they shall
be required to lease the same to any party or
parties who may desire to keep it open, the
expense of keeping up the same devolving en-
tirely upon the lessees and the purchasers, or
their assigns, being forever exempt from any
responsibility for keeping in navigable condi-
tion said Western division: Provided further,
That if the said purchaser or purchas-
ers, or assigns, shall decide to abandon the
Western division or any part thereof, the said
purchaser or purchasers, or their assigns,
shall within not less than sixty days before
such abandonment, purchase from the owner
or owners all the boats then in boating order
on the Western division, and all the cars and
trucks then in running order on the Allegheny
Portage Railroad at a fair price and valua-
tion to be agreed upon by the parties; and
whenever the said purchaser or purchasers, or
their assigns, and if any of the said owners
cannot agree upon the price and value of any
of the said boats, cars or trucks, the parties
so failing to agree shall each select one com-
petent person, and they shall jointly select a
third person, or failing to agree in the choice
of such third person, the two chosen as afore-
said shall select a third person, and the three
persons so chosen shall value and appraise the
property, the price whereof could not be
agreed upon as aforesaid, and their award
shall be binding upon the parties

Sec. 6. That said purchasers may at any
time before the maturity of said bonds, and
after giving to the commissioners of the sink-
ing fund at least ninety days notice of their
intention so to do, pay off and satisfy the
principle of said bonds or of any one or more
of them with interest, until so paid, at the
prescribed rate, and shall be entitled to re-
ceive back or be relieved from a proportionate
amount of the additional security hereinbefore
provided for, and if at any time any one
or more of said bonds, or the interest due on
the same, be and remain unpaid for the space
of ninety days from and after the maturity
thereof, and the falling due of such interest,
then and in that case the Commonwealth shall
have full power to re-enter upon and take pos-
session of the property so transferred; and if
the Legislature shall be in session at the time
of such default, the Governor shall have full
power to appoint one or more persons to take
possession thereof in the name of the Com-
monwealth, and all payments made, and the
certificates of State loans as aforesaid depos-
ited with the State Treasurer shall, upon re-
entry as aforesaid, be forfeited to the Com-
monwealth, and the Governor shall sue out
the mortgage if any be taken against any
other works of the purchasing company, by
sire facias, in the Supreme Court, wherever
sitting, under which all the mortgaged works
shall be sold, with the rights and franchises
of the company, and conveyed to the pur-
chaser by the Treasurer of the Common-
wealth, without charge for poundage, subject
to any liens thereon at the time when mort-
gaged, which shall remain unaffected thereby.

Sec. 7. That as soon as the purchasers
shall have made the payments and delivered
the bonds in number, and for amounts equal
to, and falling due at the time provided for
the payment of the respective instalments and
shall have fully complied with the conditions
of this act, then the Secretary of the Com-
monwealth shall transfer the great seal of the
State to such purchasers, their successors or
assigns, upon such terms and conditions as
are mentioned in this act, the whole Main
Line of the public works between Philadel-
phia and Pittsburg, consisting of the Philadel-
phia and Columbia Railroad, the Allegheny
Portage Railroad, including the new road to
avoid the inclined planes, with the necessary
and convenient width for the proper use of
said railroads; the Eastern Division of the
Pennsylvania Canal from Columbia to the Phil-
adelphia Junction; the Juniata Division of the Penn-
sylvania Canal from the Junction to the east-
ern terminus of the Allegheny Portage Rail-

road, and the western Division of the Penn-
sylvania Canal from the western terminus of
the Allegheny Portage Railroad to Pittsburg;
and including also the right, title and interest
of the Commonwealth in the bridge across the
Susquehanna at Duncan's Island, together
with the same interest in the surplus water
power in said canals, with the right to pur-
chase and hold such lands as may be neces-
sary to make the same available, and all the
reservoirs, machinery, locomotives, cars,
trucks, stationary engines, work-shops, tools,
water-stations, toll-houses, offices, stock and
materials whatsoever and wheresoever there-
unto belonging or held for the use of the same,
and together with all the right, title,
interest, claim and demands of the Common-
wealth of Pennsylvania, to all property, real,
personal and mixed belonging to or used in
connection with the same by the Common-
wealth: Provided, That the purchasers of
said main line shall take the same and its ap-
purtenances, subject to all contracts and ar-
rangements heretofore made by act of assembly
or otherwise, for and in respect to the use
of such works, and shall carry out the same
in manner as the Commonwealth or its agent are
now required to do by law.

Sec. 8. That as soon as the purchasers
shall have given notice to the Governor of
their readiness to take possession of said
works, he shall cause notice thereof to be
given to all superintendents, toll-collectors,
officers and agents of the Commonwealth em-
ployed on or about said railroads and Canals,
who shall continue nevertheless to discharge
the duties of their said offices or employment
(at the expense of the purchasers of the main
line) until removed or re-appointed, and the
official bonds of such officers and agents shall
ensure to the use of said purchasers, as to all
monies received, or acts done by them on ac-
count of said works subsequent to the time
when said purchasers shall take possession as
aforesaid.

Sec. 9. That it shall be lawful for said
purchasers, their successors and assigns, and
their officers, engineers, contractors and a-
gents, to enter upon any lands adjoining or in
the neighborhood of the works and dig, take
and carry away therefrom any materials nec-
essary for enlarging, making, altering,
deepening or improving said works, or any
portion thereof, or for constructing any rail-
road, canal bridge, viaduct, dam, or other
mechanical structure which may be required
for the said works, or for making a slack-water
navigation, or for any works already made:
Provided, That compensation shall be made
or secured to the owner or owners of any such
lands or materials as shall be agreed upon be-
tween the parties; or if the said purchasers
cannot agree with the owner or owners of
such lands or materials, then the value of the
same shall be ascertained, according to the
provisions of the fourth section of the act en-
titled "A further supplement to an act to in-
corporate the Pennsylvania Railroad Com-
pany," approved the twenty seventh of March,
one thousand eight hundred and forty eight.

Sec. 10. That said purchasers, their suc-
cessors and assigns shall have power and au-
thority to own and employ locomotive engines,
cars, boats and horses, and to convey passen-
gers and freight of whatsoever description
within reasonable time after possession is taken
of said works or any portion thereof, and
charge and receive tolls and fare for the
passage and transportation of persons and
freight, and said purchasers their successors
and assigns shall have the exclusive right to
furnish all the motive power on said railroad;
Provided, that all persons with cars, horses
boats and freight may pass over said works,
they paying tolls therefor and the use of said
works shall be governed by such general rules
and regulations as said purchasers may from
time to time ordain, establish and publish,
but no person shall without the consent of
such purchasers be permitted to use horse or
other animal power on said railroads, or steam
on said canals; And provided, That no dis-
crimination in tolls or charges or in priority
of passage through the locks shall ever be made
against any boat or tonnage passing to and
from the Susquehanna division of the Penn-
sylvania canal: Provided also, That the rate
on freight or tonnage passing over the said
canal from the Junction to Columbia, coming
from the North West Branch and Susquehanna
canals, shall not at any time be greater
than the toll now charged on said canals as
per toll sheet heretofore published by the
canal commissioners for the year one thousand
eight hundred and fifty seven: And provided
further, That the purchasers of the Main
Line shall at all times keep open the present
connection at Columbia and Middletown with
the Susquehanna, Tide water and Union Can-
als and shall at no time discriminate against
the trade or tonnage passing to and from the
said canals; neither shall they charge more
for boats or other crafts passing the out-let
locks at Columbia and Middletown, than is
now charged for the passage of boats or sim-

ilar crafts through other out-let locks owned
by this Commonwealth.

Sec. 11. That should any Company already
incorporated by this Commonwealth become
the purchaser of said Main Line, they shall
possess hold and use the same under the pro-
visions of their act of incorporation, and any
supplements thereto, modified however so as
to embrace all the privileges, restrictions and
conditions granted by this act, in addition
thereto, and all provisions in said original act,
and any supplements inconsistent with the
privileges herein granted, shall be and the
same are hereby repealed.

Sec. 12. That the entire proceeds of the
sale of said main line shall be paid to the
sinking fund and applied to the payment of
the State debt, according to the provisions of
the act entitled "An Act entitled to provide
for a sinking fund, and to provide for the
gradual and certain extinguishment of the
debt of the Commonwealth," approved April
tenth, one thousand eight hundred and forty-
nine.

Sec. 13. That should it be ascertained at
any time before the payment of the last in-
stalment provided for, that further legislation
is required for passing to the purchasers, their
successors and assigns, all the title and inter-
ests of this Commonwealth to said main line,
or any portion thereof, or of the property con-
nected therewith or used thereon, then the
faith of the Commonwealth of Pennsylvania is
hereby pledged for the enactment of all
laws and performance of all acts necessary to
carry out the true intent and meaning of this
act.

Sec. 14. That all necessary expenses in-
curred by the Governor under the provisions
of this act shall be paid out of the monies in
the Treasury, not otherwise appropriated, up-
on warrants drawn by him.

Sec. 15. That the purchaser of said works
shall have a perpetual corporate succession,
and if the purchaser shall at any time misuse
or abuse any of the privileges granted by this
act, the Legislature may revoke all and sin-
gular the rights and privileges granted to said
company on a judicial decree of said misuse
or abuse being first duly had and obtained,
and thereupon may take for public use, the
road or roads, canal or canals so purchased or
constructed in pursuance of this act. Provi-
ded, That in resuming said franchise no in-
jury shall be done to the corporators of said
company; and in taking such road or roads,
canal or canals, for the public use, full com-
pensation shall be made to the stockholders.

Sec. 16. That in the event of a sale, and
delivery of said Main Line, as aforesaid, all
further payments on account of the appropri-
ations for motive power or other expenses on
said Main Line, as provided in "An Act to
provide for the ordinary expenses of govern-
ments, the repairs of public canals and rail-
roads, and other general and special appro-
priations" for the year 1857, shall be suspen-
ded.

AN ENTIRE NEW MEDICINE.—Oh! of Brick-
bats and Compound Unadulterated Concen-
trated Syrup of Paving Stones manufactured
only by Dr. Humbergus Hollowbilly, and
sold only by his regularly authorized agents.
Beware of Counterfits!!

[CERTIFICATE.]

MR. HOLLOWBILLY.—Dear Sir:—I kicked
the bucket last night, but while the undertak-
er was placing me in the coffin, a vial of
your Essential Oil burst in his pocket, and
streaming down on my face, I opened my eye,
sneezed, and arose. The shroud having re-
ceived a portion of the oil, instantly took
root in the floor, and expanded into beautiful
cotton stalks, each filled with bursting pods.
The coffin rose on end, sprouted forth shoots,
and grew into a magnificent mahogany tree,
which burst off the roof of my house, and
waved in the evening breeze its luxuriant
branches amid which the monkeys chattered
and green parrots fluttered their fan like
wings.

I remained your revived friend,
TIMOTHY TICKLEBERRY.

— A fellow went, a few weeks since into
the store of a fashionable milliner "Have
you any skirts?" asked he. Plenty of all
kinds. What do you ask a cord?" said the
chap. A cord? replied the woman. Yes, I
want about a cord. Up in our diggings the
petticoats has gin out. I see you advertise
"corded skirts," and I thought while my hand
was in, I'd take what you had corded up.—
The milliner fainted.

— An Irish servant girl was requested by
a lady to go to one of our dry goods stores
and obtain a "bed comforter" for her. About
an hour afterwards she returned with one of
the clerks. It is needless to add, perhaps
that the lady fainted.

— The author of a love story, in describing
his heroine, says: "Innocence dwells in the
dark clusters of her Auburn hair." A west-
ern editor says that a good fire toothed comb
would bring it out.

— An Irish servant girl was requested by
a lady to go to one of our dry goods stores
and obtain a "bed comforter" for her. About
an hour afterwards she returned with one of
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