

WELLSBORO' ADVERTISER.

PERSEVERE.

Thursday, March 6, 1851.

TO ADVERTISERS.—The circulation of the "WELLSBOROUGH ADVERTISER" is LARGER than that of any other paper in the county. It circulates extensively throughout Tioga and Potter counties. Farmers offering Farms for sale, and Merchants, Mechanics, and Business men generally, will consult their own interests by Advertising in this paper, the circulation of which is already larger than that of any other in the county, and is rapidly increasing. Terms moderate.

To the Whigs of Pennsylvania.

A State Convention will be held in the City of Lancaster, on TUESDAY, June 24th, 1851, for the purpose of selecting Candidates for the offices of Governor, and Canal Commissioner, and also for Judges of the Supreme Court.

- HENRY M. FULLER, Chairman. Joseph R. Flanigan, Samuel McMenamy, F. Knox Morton, Chas. Thompson Jones, Wm. H. Shugluff, Samuel B. Thomas, Samuel Bell, John S. Brown, Nathaniel Ellmaker, T. Taylor Worth, Wm. J. Robinson, Alexander E. Brown, Worden E. Preston, William Baker, Thomas E. Cochran, William M. Watts, Henry Johnson, James Clark, Charles B. Bordman, Sherman D. Phelps, George Kress, Edwin C. Wilson, D. A. Finney, John Allison, C. O. Loomis, Daniel McCurdy, John Bauman, George Meason, William Evans, Alexander M. McClure, John C. Neville, Francis Jordan.

R. RUNDLE SMITH, Secretary.

PUBLIC LECTURE.—Next Monday evening, the 10th inst., there will be a Lecture at the Court House, on the Principles, Objects, and Practical Results of the institution of the Sons of Temperance. Col. Josiah Emery, lecturer.

We understand that this is to be last of the series of popular and instructive lectures which have been gotten up under the guidance of Wellsboro' Division, for our people's entertainment the past winter. On Monday evening, there will be several pieces of appropriate music executed by a full choir. We hope to see a full house.

LICENSE LAW.—In the House of Representatives at Harrisburg, on the 17th ult., a Bill for Licensing Taverns in Chester and Tioga counties, passed by a vote of 64 to 16. The proceedings will be found in another column. The Bill provides for the election of three citizens in each township, ward and borough, at the Spring election, who shall compose a Board of Licensees for the said township, ward and borough.

OPENING OF THE MAIN LINE.—The Main Line of the Pennsylvania Canal, from Columbia to Pittsburg, was opened for the passage of boats on yesterday a week. This is the earliest opening of our public works that ever took place, and the prospect for doing a large business is very flattering. Goods have already been shipped from Philadelphia to Pittsburg.

COLONIAL RECORDS.—The Governor has appointed Samuel Hazard, Esq., of Philadelphia, to arrange the Colonial Records and Revolutionary Documents for publication, agreeable to the act passed this session on the subject. Mr. H. is probably the most competent man in the State for this duty, and he will doubtless execute the task in a satisfactory manner.

PUBLICATION OF THE LAWS.—There is a bill before the Legislature, introduced by Mr. Mowry, of Somerset, providing for the publication of all general laws in at least one paper of every county of the State. In lieu of the docket fee of three dollars, now allowed to Attorneys in all cases on the docket of the Prothonotary of the Court of Common Pleas, it is proposed that there shall be charged and paid on all suits entered, two dollars for the use of the county, to be paid over semi-annually to the County Treasurer. This fund is to be appropriated to the expense of publishing the laws in the papers of the respective counties, the cost of publishing not to exceed the amount so received, and any excess that may in any case be found over and above such expense of publication, to be applied to court purposes.

A WARNING TO SLANDERERS.—A poor girl named Martha Stock, recovered a few days since, in the Court of Common Pleas of Lancaster, Judge Lewis presiding, \$1000 damages of a man named John Neff, for slanderous words spoken by him against the chastity of the plaintiff. One thousand dollars was all that was claimed, and the jury brought in a verdict for the full amount.

A DUEL.—Mr. Stanley of North Carolina, and Mr. Inge of Alabama, quietly abated themselves from Washington City on the 24th ult., and fought a duel. The difficulty grew out of language used some days since, by Mr. Inge in debate, at which Mr. Stanley took offence. Mr. Stanley, it is said, challenged Mr Inge, which the latter accepted. They fought with pistols. After exchanging shots, neither party being wounded, the affair was amicably adjusted by the friends of the parties, and they returned quietly to Washington in the evening. Mr. Stanley was accompanied by Mr. Ashe, of North Carolina, and Mr. Inge by Gov. Brown, of Mississippi.

Where the Silver Goes.

The exportations of specie from New York to foreign ports, for seven months and a half past—that is from July 1, 1850, to Feb. 14, 1851, amounted to \$9,375,505. Of this the aggregate exportation of silver was some five millions and a half. For the last two months the exportations have been chiefly of silver, and within the last two weeks more than a quarter of a million in American half dollars alone were sent out. The New York Herald says that in consequence of the scarcity of small silver coin, nearly all the eating-houses and saloons in that city are now issuing *shinplasters* for sums ranging from six cents up to half a dollar. Some of them are done on simple cards; others on bank-note paper, in the form of bills, and beautifully engraved. Unlike our locofoco friends, we go for an abundance of money—because when money is plenty nobody need be in want; we prefer to have good money rather than bad, too, when we can get it—but we would take a dollar ten per cent. below par rather than have no money at all—yet we cannot but regret the apparent approach of another shinplaster era.

But what takes the specie out of the Country? Simply this—we buy our goods from foreign countries, and must pay for them, and have nothing that foreigners will take but specie. Ah, replies the farmer, we were told a year or two ago, that if we purchased our goods from England we could pay for them with our breadstuffs! Yes, you were told so—but this was a locofoco promise, and like most locofoco promises, made to be broken. You were told, too, that the Tariff of '46 would bring you two dollars a bushel for your wheat—that the English were hungry people who would eat up all we could raise—yet wheat is now cheaper in Liverpool than in New York, and the prices of all kinds of produce in this country are lower than they have been for years! So much for locofocoism—so much for the Tariff of '46—and we have not yet seen the worst. Our troubles are only beginning.

THE BOSTON OUTRAGE.—The recent riot which occurred at Boston, has created quite an excitement throughout the country. Some eight or ten persons have been arrested for participating in the rescue of the fugitive slave, who it is said is safe in Canada, and out of the reach of the officers of the United States. More arrests will doubtless be made, and it is to be hoped that all will be arrested and punished as they deserve.

President Fillmore has issued a Proclamation, cautioning all persons against resisting the fugitive slave law, and calling upon all good citizens to stand by the laws of their country. The President did his duty in this matter, and he will be sustained by his countrymen. The fugitive slave law should be respected by every good citizen, so long as it stands upon the Statute Books.

PUBLIC LANDS.—It is officially stated that ninety-five millions of acres of the public lands will be required to satisfy the warrants of soldiers, in the late war, and the Secretary of the Treasury computes that it will take, at the rate the public lands have been heretofore sold, sixteen years to dispose of these ninety-five millions. The bill which passed the U. S. Senate on Monday a week, appropriating ten millions of acres to the States old and new, for the benefit of the indigent insane, provides that the States are to share in the grant, in the compound ratio of territory and population.

THE "Wetherill Divorce Case" is again before our State Legislature. What a miserable piece of folly it is for a set of sensible men, who are sent together by the people to legislate for their benefit, to be wasting their time and spending the money of their constituents in discussing matters which do not at all come under their jurisdiction. If divorces are to be granted, and if it is absolutely necessary that they should be granted, there are other sources through which the thing can be effected besides by the State Legislature. We hope no more time will be consumed in discussing matters of so trifling a character.

DEAD LETTER OFFICE.—The Republic states, that the bulk of opened letters, returned to the Department, in one quarter, equalled to about 6000 bushels, prammed; each bushel is supposed to contain 1000 letters. The number returned in a quarter, is therefore about six millions, or twenty-four millions a year.

"Unclaimed moneys, less the discount, are handed over to the general treasury, subject to the demands of the rightful owner, but we believe for the half year ending June 30th, 1850, the amount of these was not more than about \$17,000. Dead letters are usually unpaid letters. The custom of pre-payment has become rapidly more general since the reduction of postage to five and ten cents. In the 4th quarter of 1850, the number of dead letters received from Cincinnati, not pre-paid, was 8,700; the number of pre-paid letters from Boston post-office numbered 1,612; of letters not pre-paid 9,401. These instances are taken at random."

Plank Roads.

We commend the following extract from a treatise upon plank roads, to the notice of the farmers and business men of our county. It is taken from a work entitled "The History, Structure and Statistics of Plank Roads in the United States and Canada," by W. Kingsford, and recently published in Philadelphia, by Mr. A. Hart. Our large farmers would do well to send for the work, which costs only fifty cents, and which would prove of signal benefit to those interested in having a good and cheap road to market. This is emphatically the age of improvement, and our good citizens should take especial care that they do not fall behind in the march of progress.

It has been well said that the greatest of all civilizers is a good road. No man, at any rate, can question the influence of good roads in enhancing the value of farms. The better the road the nearer the market. A farm, within fifty miles of a great town, with a good road, is nearer a market than a farm, but twenty miles off, with roads almost impassible. Hitherto the costly Macadamized turnpike has been the only substitute for the ordinary country road. But in the plank road, a comparatively late discovery, a substitute, at once cheaper and better than the best Macadamized road, has been invented.

The first plank road, it appears, was laid on the road leading east from Toronto, in Upper Canada, and at so comparatively late a period as 1836. It was found to be so efficient that plank roads were afterwards introduced into the State of New York, where about 2,106 miles of this kind of road are already laid down. These roads have been constructed at an average cost of \$1,833 per mile, which is about one-half the original cost of a Macadamized road. The cheapness of the plank road is not, however, the only advantage it possesses. In the volume before us the question of draught, as between a plank road and others is considered thus:

Experiment has determined the load which a horse is capable of drawing on the plank road to be so weighty, that one almost hesitates to set it down from fear of the accusation of exaggeration. On the Salina and Central road, a few weeks back, for a wagon, a team brought in, without any extraordinary strain, six tons of iron from Brewerton, a distance of twelve miles, to Syracuse. One and a half cords of green beach is a common load, which is equivalent to 90 cwt.—4½ tons. And there is so little resistance on a properly constructed road, that an average team can travel with this load from thirty to thirty-five miles a day, at the rate of from three to four miles an hour. Indeed, the farmer does not seem to make any calculations of the weight taken. He loads his wagon as best he can, and the only care is not to exceed the quantity which it will carry; whether the team can draw the load, is not a consideration—for those who travel on plank roads affirm that the only danger is that the wagon cannot bear the load, not that the horse cannot draw it.

A good instance of what can be accomplished may be related of the Western Road, which commences at Albany. A farmer who had a large timbered farm, having sold the wood, carted it to the side of the plank road, and piled it. His contract was to take the wood into Albany, a distance of eleven miles, at \$1.50 per cord for hauling. With a single team his load consisted of a cord and a half, and having engaged to transport plaster for a miller, at 75 cts. the ton, he loaded his wagon for the return trip, which was weighed in the usual manner for the adjustment of the carrying account. The ordinary load was three tons. The trips backward and forward were easily made in a day. Thus his receipts were,

Cartage 1½ cords of hard wood, at \$1.50 . . . \$2.25
" 3 tons of plaster, at 75 cents . . . 2.25
Total . . . \$4.50

Payment of tolls, 11 miles each way, 22 x 1½ 33

Return per diem . . . \$4.17

That great loads can be drawn on Macadam roads (or metal roads, as they are often called) cannot be called in question, but at the same time it is to be remarked that, on the first construction at least, the resistance to the tractive power will be greater than on the smooth, even, compact surface of the plank. A period must even intervene before the metal becomes solid; and those who have at all watched how metal roads are influenced, admit the necessity of constant repairs. In and about large towns the main Macadamized avenues have annually to be covered with an entire coat of metal, and the road, to be kept in order, has constantly to be watched from the day the stone is first placed upon it. Thus, independent of the difference of surface of the best metal road and of the ordinary plank road, constant repairs increase the resistance. When newly laid, the resistance for heavy trains on the latter has been calculated variously at 1 in 98 and at 1 in 70, while that of the stone road in perfect condition is named at 1 in 67. But while the plank road for at least two years after it has been laid down retains an equality of surface, the stone road is never in such order that so low a ratio of resistance can be received. In ordinary condition, the resistance of 1 in 25 is received. Taking a mean of the two, we may call the average resistance of the Macadam road 1 in 46.

To recapitulate, we have the two resistances: On the plank road 1 in 70. On the Macadam road 1 in 46.

Nor can it be said that this comparison is much exaggerated. Even those who differ from it supply data but little less favorable. The comparison even continues as both roads are worn.

Nor is it in the original cost merely that the plank road is superior to the Macadamized road. Persons who have not examined the subject, are prejudiced against plank roads because they think, from the material, that it must soon wear out. Mr. Kingsford, however, estimates the original cost of a plank road, if laid with the knowledge derived from experience, to be only \$1750 per mile; and then computes the repairs for seven years at seventy dollars per mile; and calculates that, at the end of seven years, the planks, but not the sleepers, will have to be replaced, at a cost of \$1286 per mile. This makes the total cost, for eight years, \$3106. A Macadamized road, he says costs originally \$3500 per mile, and, for repairs, in eight years, \$1040 more, making the total \$4540, or a superiority of three to two in favor of the plank road over the Macadam.

Numerous instances are cited, in the book before us, of the dividends made on plank roads and of the rise in the value of lands contiguous to them. The facilities of travel afforded by plank roads are also dwelt upon. It is very certain that, in the great State of New York, where they have been most tried, these roads are becoming more popular daily. Mr. Kingsford, in a separate chapter, explains summarily what plank roads do for the farmer. We find it so comprehensive that we quote it.

The farmer has what he never had before—a good road every day in the year—the same in all seasons. Formerly, the spring and fall were periods when the avenues to the neighboring city were closed to him. On the plank road, he can select for his journey days when he cannot work on the farm, taking with greater ease, in half the time, three times what he formerly could carry; and while residing close to the road, he sees his neighbor living five miles off, bringing two wagons to the planks, and then transferring the contents into the larger, and moving off with it—he can load his single vehicle with the full amount it can carry, and proceed onward without delay. His woodlands acquire, intrinsically, a value which they had not before, for he can cart sufficient in one load to pay him for the expense of carting and cutting, allowing a fair value for his timber. His farm increases in value from 10 to 50 per cent., and commands a sale from the fact that the produce never lacks a market, and has a more regular and higher net value. By the current price, he knows what he can count upon, and the grain is worth what it grows to be in the next market, deducting the cost of cartage to take it there, which he can calculate to a cent, and deliver when he needs money. The adjoining tannery (and the probability is that there is one within twenty miles) will buy his bark. His cord-wood can be carried the same distance. He sells, for remunerating prices, his perishable produce, such as vegetables and fruit, pumpkins, cornstalk and fall apples, which brought him previously, a very small sum, as the only market was in the small villages where there was little demand for them.

The wear and tear to his horse, harness, and vehicle is reduced at least one-half. The tolls not only pay themselves in this saving, but even leave a surplus in the pocket of the farmer which would otherwise have been spent on repairs. Horse-shoes last twice the time. Instead of frequent new shoes, it is only necessary to have the old ones periodically removed. The very labor of cleaning the horse comes into calculation; one farmer assuring the writer that in very bad weather, setting aside all question of increase of load and saving of time, he would sooner pay the tolls than have to rub down his horses in the state they used to be after travel on the old road.

The price of cartage having generally been reduced where plank roads have been laid down, it becomes an inquiry, whether it is at the cost of the teamster. Some instances are given in a former part of this brochure, and we will adduce two others to show that the increase of load carried, and the time made, more than counterbalance any reduction of price.

On the Taberg and Rome road, there is a furnace nine miles from Rome, from which furnace to the canal at Rome, \$1.25 per ton was formerly paid for carting. The load each way was precisely one ton, equal to two tons per day at \$1.25 for the day's work. Now, the price allowed is \$0.75; but the teamster takes two and a half tons each way, equal to five tons per day, at . . . \$0.75—3.75
Deducting toll for eighteen miles, say . . . 25

Being an increase of one dollar in the daily wages of the teamster. . . \$3.50

The Rome and Turin road passes through a dairy country, and cheese and butter are brought by it to the canal, where they are shipped. Formerly, farmers brought 1500 lbs. to the canal, and took two days to go and return; now they cart from forty to fifty cwt., and return the same day. The smallest load carried is thirty-six tubs of butter. A farm ten miles off from a city is almost as near as one a mile from it; the surplus distance being in calculation convertible into time. But at a more extended distance, say one hundred miles, it is worth while examining how the plank road can compete with the railroad. Canals being main links of water communication, do not suggest themselves as a matter of inquiry. But many vegetable products now find their way to market by the railroad; and if it can be established that a farmer,

using his own motive power on the plank road, can travel at half the cost, a very essential benefit is established.

Plank Road.
The farmer leaves with 40 cwt., proceeding to market, 100 miles distant, (carrying his own corn,) at the rate of 30 miles a day, the fourth day he gets in. . . \$3.50
Cost 3½ days on road at \$1. . . 2.00
1 day in town . . . 2.00
2 days coming back . . . 2.00
200 miles gate . . . 2.50

Railroad.
40 cwt., freight a 25 . . . \$10.00
Cartage from dept to market . . . 5.00
Agent's charge . . . 5.00

Thus, it is evident that the farmer does his own business, to his own satisfaction, with a wagon to make a return trip, bringing back all his family requirements to the city; such as a quintal of cod fish, a chest of tea, a barrel of pork and flour, assorted articles, cheaper than he could buy them at a country store; together with the experience of his trip, and the information picked up at the inns where he has stopped; and all for exactly half the cost, if he had sent by railroad, and had his business done by an agent. It is presupposed that the farmer can be absent from his farm without injury to himself.

A portion of the volume is devoted to a consideration of the best method of constructing plank roads. As, however, we have only sought to call attention to the advantages of these roads, and to stimulate farmers in sections where they are unknown to their introduction, we shall not attempt, at least at present, to go into this branch of the subject. But we advise again all who are interested in the matter—and it is one, we think, that should interest every agriculturist—to purchase this instructive little volume without delay.

Debate on Tavern Licenses.

HARRISBURG, Feb. 17.
In the House of Representatives, on motion of Mr. Dorlan, the supplement to the act relating to Inns, Taverns and retailers of vinous liquors, passed March 11th, 1834, was read, (Mr. Goodwin in the chair.) After some time the committee rose and reported the bill without the amendment.

[This bill establishes a board of licensers in each township, the licensers to be elected in the spring.]

The bill being on second reading, Mr. Monroe moved to extend the provisions of the act to Tioga county as well as Chester county; which was agreed to. Mr. Bowen moved to strike out all after the enacting clause and insert a new bill, giving the electors of Chester county power to elect at the fall election a board of licensers, consisting of three members, one to serve for three years, one for two years, and one for one year, to be elected to be filed by the Court of Quarter Sessions. They are to meet on the first Monday in February annually, to receive applications in writing for tavern, ale and beer houses, eating-houses and oyster cellars. Each application to be accompanied by a certificate of twelve respectable electors of the ward, township, borough or district in which such license is intended to be acted under, or so many electors as may reside therein if less than twelve, certifying, 1st, that the applicant is a person of good repute for honesty and temperance; 2d, that his house, &c., is sufficient to accommodate the wants of the customers thereof; 3d, that the license is required for the accommodation of the public. A list of the applicants for license is to be published, and the second Monday in March is set apart for hearing those who oppose granting any license. After the licenses have been granted, they shall be published. The members of the board shall receive \$2 per day for every day necessarily employed in the performance of their duty. Any one selling any vinous, spirituous or other intoxicating liquor by less measure than one quart at a time, shall on conviction pay a fine of not less than \$20 or more than \$100 or be imprisoned not less than six months for every offense.

Mr. Bigham, after some general remarks in favor of the principle of the amendment, moved the further consideration of the subject be postponed for the present; which was afterwards withdrawn.

The amendment was debated by Mr. Bowen in favor, and Messrs. Bent and Dorlan in opposition.

Mr. Dorlan said:—Mr. Speaker, I do trust that this bill will pass just as it has been reported. There is nothing wrong in it; the friends of the temperance cause ask but little and I therefore object to this amendment, or any other, the tendency of which is to kill the bill.

After Mr. Bowen had spoken in favor of the amendment he had offered, Mr. Dorlan again said:—Mr. Speaker, it seems very strange to me that gentlemen who profess to be temperance men; or who say they are favorable to the cause of temperance, should oppose this bill; there is nothing in it which should alarm even those hostile to the temperance reform. The anti-temperance men in Chester county tell us, that, according to the votes given at our last election, there are but 291 political temperance men in the whole county. If such be the fact, then the passage of this bill can do no harm to King Alcohol. 291 temperance men, scattered all through the county, where there are from ten to eleven thousand voters, should not alarm the enemies of temperance anywhere; and I do hope that the anti-temperance members of this house will record their votes, with the temperance men, in favor of the passage of this bill, without amendment, and will give to the good people of Chester county, whom I have the honor in part to represent, the right to say how many, and who, shall be permitted to scatter poverty, death and

misery broadcast through the county and in their families. No gentleman in this house, who now has, or hereafter may have a family, should deny to the citizens of Chester county, or any other county, if they desire it, the very small privilege which this bill will give them. It is not the wish of temperance men in Chester county, to make the granting of license a party question, and I think they will not do so if they are fairly dealt with.

After a further discussion of the bill by Messrs. Bent and Bowen, and Mr. Bigham had moved to postpone the further consideration of the bill for the present.

Mr. Dorlan said:—Mr. Speaker, the reason I have for troubling the House with this bill, at this time, is that the bill provides for the election of three citizens in each ward, township and borough in the county of Chester, on the third Friday in March next, who shall compose a Board of License for said ward, township and borough; and it is therefore very desirable that the citizens of Chester county should know as soon as possible, the fate of this bill. For this reason, I trust, that the house will not postpone the consideration of the bill for the present, but will adopt it without further delay.

The amendment of Mr. Bowen was lost: Yeas 34, nays 50.

The first section as amended was agreed to. The remaining sections were agreed to, and the bill passed second reading. On its final passage the yeas and nays were called, and are as follows:

YEAS.—Messrs. Armstrong, Benedict, Bent, Bigelow, Bigham, Blaine, Bowen, Brindic, Broome, Brower, Alexander E. Brown, Joseph Brown, Cassidy, Cowden, Demers, Dorlan, Downer, Dunson, Ely, Evans of Berks, Fife, Freeman, Fritz, Gabe, Guffey, Hage, Hamilton, Hart, Henry Jackson, Laughlin, Laury, Leet, Lilly, Macley, McCuskey, McCune, McCurdy, McKee, McLean, McReynolds, McSherry, Monroe, Nissley, Olive, O'Neil, Packer, Patten, Reckhow, Rhyl, Riddle, Robertson, Scofield, Scouler, Shugert, Shull, Smith, Souder, Stewart, Strathern, Thomas, Van Horne, Walker and Cassin, Yeager—64.

NAYS.—Messrs. Blair, Bonham, Fether, Fegely, Gibbs, Hemphill, Huplet, Killinger, McKean, Morris, Mowry of Somerset, Mowry of Wyoming, Reid, Rhoads, Ross and Trone—16.

This bill has since passed second and third readings in the Senate.

Election Officers.

The glaring frauds proved to have been committed at the last general election, and by the sworn officers of the election, have excited everywhere a feeling of indignation; and the inquiry naturally arises, how is a repetition of these frauds to be guarded against? Some propose as a remedy, the abolition of the pay of election officers. The judges and inspectors of elections now receive about \$15 or \$20, which sum, small as it is, is sufficient to induce very many, by no means qualified for such posts, to offer themselves as candidates, and to put forth every effort to succeed. In such a contest, every one knows it is not the most deserving, or the man of the highest character, that succeeds. Such men will not stop to the means which these employ to gain their ends, and the consequence is, that those who disregard all entreaty, and support men whom they deem competent, and whose characters are a guarantee of correct conduct, find themselves in the minority, and the elections are too often conducted by men who have striven for the trust solely for its pay,—men who would be trusted and relied on in no other position. The abolition of pay might in some measure tend to correct the evil, but it would not alone guaranty the selection of good officers. The evil itself comes home to the source of the only sure and certain remedy—the people of the several wards. If good, intelligent and upright officers are elected, there will be no occasion for complaint. The law contemplates the selection of officers from both political parties; but this is very often evaded by stratagem, and other enactment would in like manner be evaded. The remedy is plain and easily applied.

Explosion of a Ferry Boat.

Awful Loss of Life—Attack by Indians and Loss of Life.

St. Louis, Feb. 26.
On Sunday, a ferry boat here burst her harbor boiler, wrecking the fore part of her cabin. Mangled bodies and dead horses were strewn around. Fifteen persons were killed, and as many have been severely scalded or are missing.

Information from Council Grove states that the Pawnees attacked the Government station and killed several persons. A company of dragoons have been dispatched from Fort Leavenworth to assist in repelling them.

Tornado in Tennessee.

Several Lives Lost and Town Destroyed.

LOUISVILLE, Feb. 27.
A terrible tornado nearly destroyed the town of Fayetteville, Tenn., on the 24 inst. Several lives were lost and many persons seriously injured. The wind blew a perfect hurricane, amidst which could be heard the screams of women and children, falling houses and crumbling walls, mingled with peals of thunder. The air was alive with electricity. Rain subsequently fell in torrents, and impenetrable darkness prevailed. The tornado came from the southwest.

THE WOOD-SHED.—"My dear Amelia," said a dandy, falling upon his knees before his adorable, "I have long wished for this opportunity, but hardly dare speak now, for fear you will reject me; but I love you—say, will you be mine? You would be to me everything desirable—everything my heart could wish—"your smiles would shed," and again came to a stop, for he could not think of a word suitable to be applied.

"Never mind the wood-shed," exclaimed Amelia's younger brother who had slipped into the room, unperceived at this moment—"but go on with your courting."

CURIOSITY—looking over other people's affairs, and overlooking our own.