

# The Greene County Republican.

FIRMNESS IN THE RIGHT AS GOD GIVES US TO SEE THE RIGHT.—Lincoln.

A Family Paper—Devoted to Politics, Literature, Foreign, Home and Miscellaneous News, &c., &c.

VOL. X

WAYNESBURG, PA., WEDNESDAY, APRIL 3, 1867.

NO. 44.

## The Republican.

EVERY WEDNESDAY MORNING,  
BY  
JAS. E. SAYERS.

OFFICE IN SAYERS' BUILDING, EAST OF THE  
COURT HOUSE.

### FIRST NATIONAL BANK,

Waynesburg,  
D. BOYER, Pres't. J. C. FLENNIKER, Cashier.  
DISCOUNT DAY—TUESDAYS.  
May 16, '66-17.

### W. E. GAPEN,

ATTORNEY AT LAW,  
WAYNESBURG, PA.

Office—In N. Clark's building,  
Feb 19, 1867.

### M. A. MCCONNELL, J. J. HUFFMAN,

MCCONNELL & HUFFMAN

Attorneys and Counsellors at Law

Waynesburg, Penna.

Office, on the "Wright House," East  
Door—Collectors, &c., will receive prompt  
attention.  
Waynesburg, Pa., Feb 26, 1867.—14.

### LEWIS DAY,

DEALER IN BOOKS, STATIONERY, WALL PAPER,  
Window Paper, &c. SUNDAY SCHOOL  
Books of all kinds constantly on hand, none  
in Mrs. Tush's building, formerly occupied  
by Catterell & Taylor, Waynesburg, Pa.  
May 9, '66-17

### Robert Dougherty,

Carriage Manufacturer

Waynesburg, Pa.

RESPECTFULLY gives notice that he has  
located in Waynesburg, Pa., where he in-  
tends to manufacture

### CARRIAGES

Of every description. From his experience in  
the business, he feels confident that his work,  
in style, finish and durability, will give entire  
satisfaction. It is his determination to purchase  
the best material in market, and employ none  
but competent workmen.

All new work warranted for one year.  
Waynesburg, Feb. 21, 1867.—17

### W. E. HUFFMAN,

MERCHANT TAILOR.

ROOM IN BRADLEY'S BUILDING, WAYNESBURG.

WORK made to order, in finest and best  
style. Cutting and fitting done promptly,  
and according to latest fashion plates.  
Stock on hand and for sale. May 2, '67

### Wm. Bailey,

WATCHES AND JEWELRY.

KEEPS ON HAND ALWAYS A choice  
and select assortment of watches and  
jewelry. Repairing done at the lowest rates.  
4 April, 17

### "SHERMAN HO USE,"

JUST OPENED BY

### Thos. Bradley

POSITIVELY the most complete Hotel in  
our town. Everything combined to fur-  
nish the best accommodation ever offered  
to the public.

Meals furnished at all hours, table provided  
with the best of the season.

Travellers and those desiring of refreshment  
will do well to call. "Tom" still retains his old  
reputation of an accommodating gentleman,  
and hospitable landlord. House, the one formerly  
occupied by the "Messenger" Office.  
May 9, '66-17.

### PEOPLE'S LINE

STEAMER "CHIEF"  
TAIN, R. R. ARKANS,  
Commander; Capt. H.  
C. MASSE, Clerk; leaves  
Brownsville daily at 7 A. M., for Pittsburgh,  
and leaves that city at 5 P. M., daily.

STEAMER "SELECTOR" ROBERT PATTERSON,  
Commander; R. G. TAYLOR, Clerk; leaves  
Greensboro, for Pittsburgh Mondays,  
Wednesdays and Fridays, and returns on Tues-  
day, Thursday and Saturday, leaving Pitts-  
burgh at 2 P. M. May 16, '66-6m.

### S. B. HOLLAND,

WITH  
Barcroft & Co.

Importers and Jobbers of Staple and Fancy  
Dry Goods. Cloths, Cassimers, Blankets,  
Linen, White Goods, &c., &c.,  
Nos. 405 & 407 MARKET STREET,  
Above Fourth, North Side,  
PHILADELPHIA, PA.

Mr. Holland takes occasion to advise the  
retail merchants of Greene, Washington and  
adjacent counties that he will call upon them  
and solicit their custom for the above named  
house. Those wishing to address him can do  
so at Bealville, Pa. Feb 13, '67-14.

### ADMINISTRATOR'S NOTICE.

LETTERS TESTAMENTARY on the  
estate of A. WILSON, Sr. late of Marion  
township, Greene county, dec'd, having been  
granted to the undersigned, notice is hereby  
given to all persons indebted to said estate  
to make immediate payment and those hav-  
ing claims to present them immediately, prop-  
erly authenticated for settlement.

W. T. E. WEBB  
ANDREW WILSON,  
of Marion township Adm'ns'trator,  
Feb. 16, '67-6w

### GEORGE S. JEFFERY,

Dealer in Books and Stationery, Magazines,  
Daily Papers, Fancy Articles, &c., Way-  
nesburg, Pa. April 1, 1867.

### GO FEEL WHAT I HAVE FELT.

[The circumstances which induced the  
writing of the following most touching and  
thrilling lines are as follows: A young lady  
of New York was in the habit of writing for  
the Philadelphia Ledger, on the subject of in-  
temperance. Her writings were so full of  
pathos, and evinced such deep emotion that she  
was accused of being a quack on the sub-  
ject of intemperance; whereupon she wrote the  
following:—]

Go feel what I have felt,  
Go hear what I have born—  
Sink 'neath a blow a father dealt,  
And the cold world's proud scorn;  
Then suffer from year to year—  
The side relief, the scorching tear.

Go kneel as I have knelt,  
Implore, beseech and pray—  
Strive the besotted heart to melt,  
The downward curse to stay;  
Be dashed with bitter curse aside,  
Your prayers unheeded, your tears defied.

Go weep as I have wept,  
O'er a loved father's fall—  
See every promised blessing swept—  
Youth's sweetness turned to gall;  
Lifts fading flowers strewed all the way  
That brought me up to woman's day.

Go see what I have seen;  
Behold the strong man bowed,  
With gasping teeth he barked in blood,  
And cold and livid brow;  
Go catch his withered glance, and see  
There mirrored his soul's misery.

Go to the mother's side,  
And her crushed bosom cheer;  
Thine own deep anguish hide,  
Wipe from her own cheek the tear,  
Mark the worn frame and withered brow,  
The gray that streaks her dark hair now,  
With falling form and trembling limb,  
And trace the ruin back to him  
Whose plighted faith in early youth  
Promised eternal love and truth.

Go, far, forsworn, hath yielded up  
That promise to the cursed cup,  
And led her down, through love and plight,  
And all that made her future bright,  
And chained her there 'mid wail and strife,  
Till youth's thing, a drunkard's wife,  
And stamped on childhood's brow so mild,  
The withering blight, "the drunkard's child."

Go hear, and see, and feel and bear  
All that my soul hath felt alone,  
Then look upon the wine cup fair,  
See if its beauty can atone,  
Think if its flavor you will try  
When all proclaim "it's drink and die!"

Tell me "I hate the bowl!"  
Hate is a feeble word;  
I loathe—ABHOR—MY VERY SOUL  
With strong disgust is strewn  
When'er I see, or hear, or tell,  
Of the dark beverage of HELL!

### THE HEROES OF THE LOCOMOTIVE.

BY PRESIDENT TITTLE, OF WABASH COLLEGE.

A true manhood cannot be developed  
without the discipline of responsibility.  
The nurse carry the child, instead of  
teaching him to walk, and he will be-  
come an overgrown child, but never a  
man. He is a wise parent who lays a  
proper and genuine responsibility on his  
child, and incites him to meet it.

It is no new remark that persons are  
transformed by the responsibilities they  
have to discharge. A delicate and un-  
tried girl suddenly ripens into an ex-  
traordinary womanhood, through the  
agency of sickness or death in the fam-  
ily, laying on her heavy burdens to be  
borne. It may be that she is now the  
comforter of the sick mother, and as a  
mother to the younger children. Hence  
the change; a little while ago a timid  
girl, but now a courageous woman.

In 1862 a young man from Columbus,  
Ohio, was commissioned as a Lieuten-  
ant in a regiment then at Camp Chase.  
He was small in person and almost ef-  
feminate in appearance; so much so  
that it affected me to see him go, very  
much as it would the sight of a boy of fif-  
teen. He was with his regiment in sev-  
eral severe engagements in Kentucky;  
was at Cumberland Gap, retreated under  
Morgan to the Ohio, and was afterward  
in severe service on the Mississippi. He  
had become a Captain, and the remark  
was made by those who were with him  
that he had become a man—not so much  
in stature as in mind, word, and act.—  
He lost his life at Fort Gibson, and his  
men kissed his manly face as fondly as  
they would a child's. It was responsi-  
bility that wrought the change.

It may be an admission of weakness,  
and yet I confess a high admiration of a  
class of men to whom a vast burden of  
responsibility in the matter of human  
life is constantly entrusted. I refer to  
our railroad engineers. The locomotive  
itself is a marvel of ingenuity and  
power. Compact, perfect in form and  
adaptation, indispensable to the wants  
of civilization, it is one of the finest in-  
struments. The man who controls these

thirty tons of organized iron which we  
call a locomotive, must secure both self-  
respect and self-confidence. I have  
sometimes stood beside the track when  
a train has come flying along, and have  
observed with boundless admiration the  
man on whose vigilance, skill, and pluck,  
the safety of that train so largely de-  
pended. His left hand on the lever, his  
right on the reversing lever—it that be  
its name—his body bent forward eagerly,  
and his eye keenly scrutinizing the  
track ahead, lest the tremendous mo-  
mentum of his train, meeting with some  
obstacle, should dash itself in an instant  
into a horrible wreck. How, now, can  
a man be weighed down with such re-  
sponsibility and not be a stronger and  
more self-reliant man?

Some years ago, with a party, it was  
my fortune to be on the Erie railway  
when the engineers engaged in a gener-  
al strike. I sided with the engineers,  
believing them to be wronged. At the  
Susquehanna station we found a large  
body of engineers, more than I had ever  
seen together at one time. They were  
not noisy, nor braggart, nor tipsy; but  
I then said, what I now believe, that  
they were the finest body of operatives  
I ever saw. Intelligent, bold, strong,  
each the manager of such a wonderful  
machine, they found at least one ar-  
dent admirer that day.

Some of the most remarkable exhibi-  
tions of courage have been made by  
men of this class. A few days ago my  
friend Orsborne, who has driven the lo-  
comotive for the main train on the Mor-  
ris & Essex railroad for twenty years at  
least, with faultless faithfulness, was  
once delayed by snow on the track for  
several hours, but received explicit or-  
ders from the superintendent—not that  
splendid officer who has lately resigned  
his office on that road—to go ahead;  
for the road was clear, no other train  
was on the track. After satisfying his  
self that he had not misunderstood the  
order, he left the summit on a steep  
down grade, and, in rounding a sharp  
curve, came on a train that was ascend-  
ing the same grade under full head of  
steam. In an instant he whistled down  
the brakes and reversed his engine. The  
noble thing, under such a tremendous  
strain, as it fully aware of the danger,  
obeyed, and threw itself back to avert  
the catastrophe. Meanwhile the other  
engineer had done the same thing with  
his locomotive; but it was impossible  
only to modify the shock. Together  
rushed those two panting and reluctant  
giants, their joint weight not less than  
sixty tons, with the gathered momen-  
tum of their following trains. They  
leaped on end, and in a trice the two  
splendid machines were a wreck. The  
cars behind them were also badly crush-  
ed. Orsborne did not leap from his en-  
gine; but, never moving his hands from  
the levers which controlled it, he stood  
as resolute as a rock at his post until  
the shock came, and then, quick as  
thought, adjusted his valves to allow  
the steam to escape without an explo-  
sion. Our war can furnish no clearer  
proof of the finest courage than that.

At the crossing of the Morris & Es-  
sex Railway and the Orange turnpike  
may be seen a flagman with one leg.—  
The other he lost in the wreck I have  
just described. Had he had Orsborne's  
nerve to face danger, he would have  
escaped also unhurt. Poor fellow! the  
man who issued the presumptuous blan-  
ket that day tried to buy him off from  
prosecuting the company for the sum of  
one hundred dollars—an offer which  
poor "Bob's" wife met with this query:  
"Mr.—, would you sell one of your  
legs for a hundred dollars?"

During the war an incident occur-  
ed on the Pennsylvania Central, which  
was related to me by an eye-witness—  
My informant was with a regiment of  
soldiers going from Pittsburg to Harris-  
burg, in a special train between Johns-  
burg and the summit they were delayed  
by a freight train off the track, or a part  
of its cars off. This they learned at one  
of the stations, and remained there until  
they should be informed that the track  
was clear. It was in the night, and  
most of the thousand men on the train  
were a-leep, unconscious of their danger.  
Four heavily loaded coal cars belonging  
to the train ahead had, by accident,  
become detached, and began the descent  
of the heavy grade at a speed which  
soon became terrible. The engineer of  
the special train heard the roar of the  
descending cars and surmised what was  
the matter. In an instant he ordered

his engine to be detached from the train  
and put on steam to meet the runaway  
cars if possible, to break their force and  
save his train. His locomotive was a  
large freight, and he had moved several  
rods ahead when the coal cars struck  
him like a thunderbolt, and crushed his  
engine back on the train, but his heroic  
courage had saved many lives. His  
engine was utterly demolished, and many  
of his cars were also crushed; but so  
had he broken the force of the shock  
that no lives were lost. The man's  
name was Story, and his grateful bene-  
ficial presented him some elegant  
silver plate, with the deed itself and their  
names engraved on them. When asked  
why he did not abandon his train he  
replied, "Quick as lightning I thought I  
had better die than to have those run-  
away cars cut clean through my train  
destroying hundreds!" It was an heroic  
deed.

Let me relate one more incident in  
the same line. That part of the Mari-  
etta & Cincinnati railroad between Athens  
and the Ohio river was formerly made  
famous by the number of its long and  
high trestle bridges. With few excep-  
tions these are now filled up, and the  
road is becoming one of the best. At  
one time the company were in great  
trouble, and many of their operatives  
were unpaid, some of the men were  
desperate, and, as the fact proved, dan-  
gerous. On a certain evening a train  
was approaching one of these high trestle  
bridges. It was known that the direc-  
tors of the road were aboard, and some  
villain had determined to throw the  
whole train from that bridge. The  
engineer, letting his train move at the  
ordinary speed, suddenly discovered that  
a rail had been displaced on the bridge.  
He seemed to know instinctively that  
the momentum was too great to save  
the whole train; and he signaled the  
brakes down and reversed his engine, to  
stop, if possible, the cars before reach-  
ing the chasm. Then, opening the throttle-  
valve, his engine sprang forward so vio-  
lently as to break the connection with  
the train, and dashed to the awful leap.  
The bold man, as this was going on, ran  
out of his window on the engine and  
opened his escape valve. Whilst stand-  
ing there the engine went over with him,  
and, marvelous to relate, he, falling  
under the huge weight, was preserved  
from being crushed by the engine bell at  
his side. The train for the rescue of  
which he had exhibited such incredible  
pluck, stopped just soon enough to es-  
cape the horrible leap after the engine.  
This bold man's name I have not heard,  
but he recovered from his wounds, and  
is still an honored employee of the com-  
pany.

We glorify our heroes of the battle-  
field and the sea; we stand all agog with  
amazed admiration if some foolish man  
or more foolish woman ascends Mt.  
Blanc just for the name of the feat; we  
talk about Alexander and Bacchus,  
and Caesar in the boat in the tempest;  
why may not my humble pen glorify the  
heroes of the locomotive engine, who  
exhibit as noble and praiseworthy a  
daring as heroes in other fields? And they  
do this in the constant service of the  
thousands of families who every hour of  
the twenty-four are represented on the  
railways of the world. All honor to the  
heroes of the engine, and ten thousand  
times ten thousand, if they could, would  
respond "Amen!"

McCauley has a stanza in his "Hera-  
clitus" which shows what Rome did for  
one of its humble but bold benefactors.

"They gave him of the corn land,  
That was of the public right,  
As much as two strong oxen  
Could plow from morn till night;  
And they made him a molten image,  
And set it up on high,  
And there it stands unto this day  
To witness if I lie."

VINDICATING BUTLER.—A defense or  
vindication of General Butler against  
one of the many aspersions cast upon  
him by Democrats and Conservatives in  
general, and by Mr. Bingham in par-  
ticular, has appeared, and from a very  
unexpected source. Colonel Lamb, who  
was in command of the rebel garrison of  
Fort Fisher at the time the first attack  
was made, fully exonerates Gen. Butler  
from cowardice or incapacity in with-  
drawing from the assault as he did.—  
"The Colonel says that the assault had  
been persisted in the Federal troops would  
have been annihilated by the concentra-  
ted fire of the guns which, at the second  
attack, were dismantled before the  
troops went in action. He considers  
that Gen. Butler has been much abused  
for not attempting impossibilities."

Did the man who ploughed the sea and  
afterwards planted his foot on his na-  
tive soil ever harvest the crop!

### FORMAL OPENING OF THE PARIS FAIR.

New York, April 2.—The Herald has  
the following special: Paris, April 1st.—  
The great Paris Universal Exposition  
was formally opened this morning. The  
day was observed as a holiday by the  
entire population. At eleven o'clock,  
the doors were opened, and by the time  
the Emperor arrived there were five  
thousand persons inside. Outside at  
least one hundred thousand persons had  
assembled.

There were eight thousand police on  
duty, and the order was excellent. Every  
carriage in Paris seems to have been  
employed. The grounds of and around  
the Exposition are in a lamentable state  
of confusion. Not one tenth of the  
goods are opened and arranged, but the  
French department is in best order; next  
to that is the Russian, and third the  
English. All the other departments are  
not ready.

The American Department is one of  
the most incomplete, and the Commis-  
sioners, Exhibitors and Americans gener-  
ally in the city, are very much disas-  
tised with Commissioner Beckwith,  
who, it appears, is totally inefficient.—  
The only department in operation is  
the restaurants, but even here A meri-  
cans are behind hand. The only goods  
which have been damaged on the voyage  
are American.

At one o'clock the invited guests as-  
sembled in the art gallery, where Ameri-  
ca made a fine show, many fine pictures  
being exhibited and well hung, but the  
English display was much greater.—  
When the guests gathered, however, the  
superiority of American ladies was con-  
ceded. They were the belles of the day.

A brilliant company, blazing with  
diamonds and odors, filled the Central  
Hall to welcome the Emperor and Em-  
press, who came precisely at 2 o'clock.  
They drove up a long avenue covered  
with a velvet canopy of green and gold,  
decorated with flags and lined with  
soldiers. They alighted at a splendid  
pavilion especially built for the Emperor.  
The Emperor immediately reappeared  
and gave his arm to the Empress, and  
proceeded on foot to the main door.—

Preceded by the chamberlains, the party  
passed round the entire gallery, nearly  
a mile long. The Emperor spoke a few  
words to each Commissioner, but at the  
American department he stopped with  
the Empress and bowed to the crowd,  
who were cheering heartily.

The Exposition will not be ready until  
May. One-half of the space is allotted  
to France, and that is not complete.  
The English are very strong in ma-  
chinery, beating the Americans in that  
department. There is nothing like so  
many strangers here as were expected.  
The number of Americans is not much  
greater than usual every season. Prices  
have gone up fearfully. The hotels raise  
their charges fifty per cent. after this  
week. It is useless to come to see the  
Exposition before May.

### HE ALLUDED TO COWS.

In the agricultural districts the opera-  
tion of milking cows is called "pulling  
teats." This is the preface to our short  
but affecting story. The people of S.,  
Portage county, have a debating society.  
The other night they discussed the ques-  
tion: "Is the human race increasing in de-  
velopment?" The schoolhouse was  
crowded with young ladies and gentle-  
men. One of the disputants for the  
negative ably contended that the times  
were degenerating—that things were  
growing "was" constantly. Said he:—

"Why, what upon air doth the young  
man of to-day amount to? He is feeble  
in body and mind, wears fine clothes  
that his father buys him, has a ring on  
his fingers and a little hair on his upper  
lip, and the hardest labor he can per-  
form is to carry round a meerschaum  
pipe. Now, when I was a boy we were  
not afraid to pull teats!"

A wild shout greeted this announce-  
ment. The speaker blushed, and in a  
faltering voice, said:

"Alluded to cows!"

That helped the matter.

KUFFMAN has just finished a pic-  
ture which represents Abraham Lincoln  
earning his first dollar. The incident  
is that which was often told by the late  
President, of the time when he ferried  
passengers across a river and received  
a silver dollar for his services. In this  
picture he is seen in his small flatboat,  
resting upon his oars, and looking  
earnestly at the silver coin which he  
holds in the palm of his hand.

### THE LESSON OF CONNECTICUT.

We understand says the N. Y. Tri-  
bune, the result in Connecticut. The  
majority is larger than 541, and the  
delegation to Congress consists of three  
Democrats and one Republican. The  
vote was large, and the canvass fought  
upon square issues. The efforts of the  
Democratic party were unscrupulous  
and unrelenting. The good old Demo-  
cratic custom of extracting the largest  
number of votes from the smallest given  
number of voters was practiced very  
effectively in many places, so much so,  
indeed, that at least one of our candi-  
dates for Congress speaks of contesting  
the seat of his successful opponent. Our  
friends hold the power in the Legisla-  
ture, and for all practical purposes, so  
far as the State and the Republican ma-  
jority in Congress are concerned, the  
Copperheads have gained a barren tri-  
umph.

Aside from this, it is well to look the  
canvass fairly in the face. A minority  
of the people of Connecticut have carried  
his election by a prolix outpouring of  
money and effort, because a part of the  
majority are most unjustly disfranchised.  
In October, 1865, the voters were called  
upon to decide upon the question of im-  
partial suffrage. An amendment per-  
mitting the negro to vote was submit-  
ted. The issue was plainly made.—  
There were in the State about 2,000  
colored men, Americans by birth and  
education—freemen who had borne  
their part in the war, and of whom nine-  
tenths were Republicans. There was  
no excuse for the denial of suffrage—not  
even the shadow of a reason—but it  
was refused in a poll of over 70,000 votes  
by a majority of 6,272. Our friends  
polled about 27,000 votes; although in  
the Spring they gave Gen. Hawley  
nearly 41,000. In other words there  
were 16,000 Republicans who were  
willing to make Gen. Hawley Govern-  
or who did not think enough of the  
honor of Connecticut to give the ballot  
to the negro. The amendment was lost;  
and the apathy, we might as well say  
the cowardice, of a fragment of our  
friends in 1865, disfranchised voters  
enough to have elected Gen. Hawley  
on Monday.

When Connecticut voted wrongly in  
1865, it was felt that her decision would  
injure the progress of reconstruction in  
the South. Congress, it was thought,  
would not dare to give the negro in the  
South the justice that was refused him  
in New England commonwealth. It  
made the argument more difficult, we  
admit, and gave our enemies a reply  
that we could not very well answer; but  
the work went on, and to-day South  
Carolina is more free, in the sense of  
freedom according to the Declaration of  
Independence, than the old Charter  
State. We are not alarmed about the  
influence of the present vote upon the  
Republican party elsewhere, and espe-  
cially upon the good work now doing  
in the South. It would have been well  
to have had Connecticut with us in this  
great labor, but it can be done without  
her.

And now we urge our friends in Con-  
necticut to begin this day the work of  
regeneration. Connecticut is Republican  
whenever Republicans choose to make it  
so. "The fault is our own," says The  
New-Haven Palladium. "The whole  
State has been timorous, time-serving,  
conservative." Let there be an end of  
this. The defeat of Gov. Hawley is  
the punishment of the Republican Union  
party for the infidelity of a fraction of  
its members to the benign principle of  
impartial suffrage. But for this, we  
could have enjoyed the defection of  
Dixon, Babcock, Cleveland, and their  
fellow-renegeades, and carried everything  
but one member of Congress. The les-  
son must not be lost. Henceforth, the  
Republican party from the St. John to the  
Pacific is a unit for Universal Liberty  
and Impartial Suffrage, regardless of  
caste, race, or color. Those who are host-  
ile to this principle will go to their own  
place as Julius did. What little we may  
lose temporarily in one section will even-  
tually gain a tenfold recompense in an-  
other. "With malice toward none,  
with charity toward all," the National  
Union party, proudly proclaiming itself  
Republican in faith, and works, and  
name, devotes itself anew to the achieve-  
ment of All Rights for All.

New York has entered in earnest on  
the work of Constitutional reform. The  
choice of delegates will take place on the  
23 inst. Precautions have been taken  
to secure a convention of good men, as  
free as possible from control by any  
particular interest. In addition to the  
thirty-two delegates at large, each Sen-  
atorial district will elect four delegates for  
itself; so that the whole number of the  
delegates to the Convention will be one  
hundred and sixty. In regard to the  
thirty-two delegates at large, it is pro-  
vided that no elector shall vote for more  
than sixteen—thereby insuring an equal  
division between the two great parties—  
sixteen to represent the Republicans and  
sixteen the Democrats.

### INCIDENTS OF THE MOBILE CAMPAIGN.

Major General Andrews, in his "His-  
tory of the Campaign of Mobile," relates  
the following incidents:

When the annals of war are truly  
written, painful blunders are often dis-  
closed which repress the exultations of  
victory. The night Spanish Fort was  
being evacuated, two Federal soldiers,  
who had been for some time held as  
prisoners at Fort Tracy, managed, amid  
the darkness and confusion, to make  
their escape in a skiff. Reaching the  
main land, they moved cautiously along  
the shore; but some of the Federals,  
having followed down after the retreat-  
ing garrison, heard the rustling of the  
bushes, and thinking it was some strag-  
gling Confederates, challenged them to  
surrender. Presuming the demand came  
from the Confederates, the fugitives  
made no answer, whereupon they were  
fired on, and one of them was instantly  
killed. The other cried for quarter, and  
soon found himself among friends. The  
body of his dead comrade was secured  
and buried with funeral honors.

So, during the siege, each side lost a  
few killed by the accidents or mistakes of  
its own firing.

One night, in the same division front,  
some Confederates came out to relieve  
the sharpshooters, and the Federals  
gave them a volley that disconcerted  
them, and drove the most of them back  
into the main works. In the excitement,  
one of their number, a son of Erin, ran  
up to one of the Federal pits, and stoop-  
ing down, anxiously inquired, "Is this  
No. 3?" "Yes, jump down quick!" was  
the answer. Down he jumped, a pris-  
oner.

Sometimes the firing between the  
Federal and Confederate sharpshooters  
would cease, and there would be some  
conversation between them.

Conversation, when it occurred, was  
generally sarcastic in its character, and  
often partook of the artillery. When a  
Federal addressed a Confederate he called  
out, "Halloo, Johnny!" The Con-  
federate answered, "Halloo, Yank!"

One day, in front of McDermott, a  
Federal soldier called out to the Con-  
federates several times, but got no answer.  
Finally, in good earnest, he asked why  
they so refused to answer. The Con-  
federate replied, "because you all insult  
us when we talk to you."

Soldiers are a proverbial for their wit  
and good humor, and the Confederates  
were no exception to the rule. They  
used to say Jeff Davis will have to rent a  
piece of land to fight the war out on.  
They often declared, "We are fighting  
for our rights in the territories under  
the Dred Scott decision."

The effect of some of the shells was  
fearful. One day a Federal mortar shell  
fell inside the garrison works, plunged  
through seven feet of earth and logs,  
and killed four men and wounded three,  
all of whom were asleep. One of them  
was thrown into the air; and came down  
dead, of course, for every bone in him  
was broken; but he was not at all torn.

### MISERIES OF TIGHT LACING.

The Northwestern Christian Advo-  
cate makes out a case against tight lac-  
ing as follows:

While we are growing very sensible,  
indeed, in the matter of dress, in the  
way of boots, balmoral skirts, warm  
stockings and high necks, we are degener-  
ating in some other matters, quite as  
important. The corset is not a necessa-  
ry part of a woman's wardrobe; and,  
alas! when a woman does begin to  
wear corsets, she will wear them too  
small, and will tug at the laces till the  
breath becomes short, and she feels it  
necessary to refrain from anything like  
a comfortable meal. We say nothing  
against a well shaped corset, worn  
loosely, but there lies the difficulty. A  
loose corset injures the appearance, in-  
stead of improving it, and people wear  
corsets that they may have small waists.  
All we can say is, don't squeeze, what-  
ever you do. You may have small  
waists, but you are exposing yourself to  
a dozen misfortunes which are as bad  
as a large waist. First you will surely  
have dyspepsia, and grow yellow and  
cross, and unhappy; secondly, your  
hands will grow red; thirdly your