



### DIRECTORY. FOR FREDERICK COUNTY.

**Circuit Court.**  
**Chief Judge.**—Hon. Richard I. Bowie.  
**Associate Judges.**—Hon. William Viers  
 Bouie and Hon. John A. Lynch.  
**State's Attorney.**—John C. Motter.  
**Clerk of the Court.**—Adolphus Fearhake, Jr.  
**Orphan's Court.**  
**Judges.**—Daniel Castle of T., John T. Lowe, A. W. Nicodemus.  
**Register of Wills.**—James P. Perry.  
**County Commissioners.**—Thos. R. Jarboe, Daniel Smith of T., Peter Dudderar, Samuel M. Bussard, Thos. A. Smith of T.  
**Sheriff.**—Joseph S. B. Hartsock.  
**Tax-Collector.**—D. H. Routhahan.  
**Surveyor.**—Rufus A. Rager.  
**School Commissioners.**—Jas. W. Pearce, Harry Boyle, Dr. J. W. Hillery, Jas. W. Troxel, Joseph Brown.  
**Examiner.**—D. T. Lakin.  
**Emmitsburg District.**  
**Justices of the Peace.**—Michael C. Adelsberger, Henry Stokes, Jas. Knouff, Eugene L. Rowe.  
**Registrar.**—James A. Elder.  
**Constable.**—William H. Ashbaugh.  
**School Trustees.**—Henry Stokes, E. F. Zimmermann, U. A. Lough.  
**Burgess.**—J. H. T. Webb  
**Town Commissioners.**—Isaac Hyder, Jas. A. Elder, Jno. T. Gelwicks, Wm. H. Weaver, U. A. Lough, Chas. F. Zeck.

### CHURCHES.

**Ev. Lutheran Church.**  
**Pastor.**—Rev. E. S. Johnston. Services every other Sunday, morning and evening at 10 o'clock, a. m., and 7 o'clock, p. m., respectively. Wednesday evening lectures 7 o'clock, p. m. Sunday school at 2 o'clock, p. m., Infants S. School 12 p. m.  
**Church of the Incarnation, (Ref'd.)**  
**Pastor.**—Rev. A. R. Kremer. Services every other Sunday morning at 10 o'clock, and every Sunday evening at 7 o'clock. Wednesday evening lecture at 7 o'clock. Sunday school, Sunday morning at 9 o'clock.  
**Presbyterian Church.**  
**Pastor.**—Rev. Wm. Simonton. Services every other Sunday morning at 10 o'clock, a. m., and every other Sunday evening, at 7 o'clock, p. m. Wednesday evening lecture at 7 o'clock. Sunday School at 1 o'clock p. m. Prayer Meeting every Sunday afternoon at 3 o'clock.  
**St. Joseph's, (Roman Catholic).**  
**Pastor.**—Rev. H. F. White. First Mass 7 o'clock, a. m., second mass 10 o'clock, a. m.; Vespers 3 o'clock, p. m.; Sunday School, at 2 o'clock p. m.  
**Methodist Episcopal Church.**  
**Pastor.**—Rev. E. O. Eldridge. Services every other Sunday evening at 7 o'clock. Prayer meeting every other Sunday evening at 7 o'clock. Wednesday evening prayer meeting at 7 o'clock. Sunday School 8 o'clock, a. m. Class meeting every other Sunday at 2 o'clock, p. m.

### MAILS.

**Arrive.**  
 From Baltimore, Way, 11.50 a. m.; From Baltimore through, 7.50 p. m.; From Hagerstown and West, 7.50 p. m.; From Rocky Ridge, 7.50 p. m.; From Motter's, 11.50 a. m.; From Gettysburg 3.30 p. m.; Frederick, 11.50 a. m.  
**Depart.**  
 For Baltimore, closed, 7.00 a. m.; For Mechanicstown, Hagerstown, Hanover, Lancaster and Harrisburg, 7.00 a. m.; For Rocky Ridge, 7.00 a. m.; For Baltimore, Way, 2.40 p. m.; Frederick 2.40 p. m.; For Motter's, 2.40 p. m.; For Gettysburg, 8.30 a. m.  
 All mails close 20 minutes before schedule time. Office hours from 6 o'clock a. m., to 8.30 p. m.

### SOCIETIES.

**Massasoit Tribe No. 41, I. O. E. M.**  
 Kindles her Council Fire every Saturday evening, 8th Run. Officers: R. E. Hockensmith, P.; Daniel Gelwicks, Sach.; John G. Hess, Sen. S.; J. J. Mentzer, Jun. S.; John T. Gelwicks, C. of R.; Chas. S. Zeck, K. of W.  
**Emerald Beneficial Association, Branch No. 1, of Emmitsburg, Md.**  
 Monthly meetings, 4th Sunday in each month. Officers: J. Thos. Bussey, Pres.; Thos. J. Henley, Vice-Prest.; Geo. F. Rider, Secretary; F. A. Adelsberger, Ass't. Sect.; Dr. J. B. Brawner, Treasurer.  
**Junior Building Association.**  
 Sec., J. Thos. Bussey; Directors, J. T. Hays, Pres.; W. S. Guthrie, Vice Pres.; John Withrow, Thos. Fralio, Daniel Lawrence, Jas. A. Rowe, Jno. T. Gelwicks.

### THREE WISHES.

BY H. FRANCIS LESTER.  
 Three little maidens out on the grass,  
 Had gambolled the hours away;  
 The summer was sweet, and the hours were  
 neat,—  
 Gwendolen, Maud, and May.  
 They had worked at their play the livelong day  
 As hard as maidens can;  
 So when six little feet were tired with the heat  
 Then three little tongues began.  
 "What shall we do next?" cried the three, perplexed,  
 "For we really must have more fun."  
 And they all thought deep, till a plan did leap  
 Full-blown from the brain of one.  
 "Let us ask of the Fairies!"—twas Maud that exclaimed—  
 The tallest and fairest was she—  
 "Let us ask them to grant whatever we want  
 And to list to wishes three!"  
 And what did they ask for? The youngest be-  
 gan,  
 The sweet little maiden May:  
 The weakest was she, but her spirit was free  
 And as gentle as the day;  
 "Oh, Fairy-Queen, whom I never have seen,  
 I hope I address you aright—  
 If you have one to spare, I should like to wear  
 A dress of invisible white!"  
 Then the second one prayed for the Fairies' aid,  
 And a different wish had she;  
 Maud was her name, and she felt no shame,  
 For she knew what her wish would be.  
 Her limbs they were long, she was rosy and strong,  
 Such a maid as men extol,  
 Yet she begged for a prize that would shock the  
 wise—  
 "A wonderful Magic Doll!"  
 Now, you are the eldest, and what do you want,  
 Little Gwendolen, "faithful and true?"  
 With your face like a saint, and your manners so  
 quaint,  
 Now what shall be done for you?  
 "Oh, Fairies," she said, "let me cut off the head  
 Of a giant that saps upon men;  
 Let me grow strong and bold, like the heroes of  
 old,  
 For now I am only ten!"  
 So the quick years flew, and the maidens grew,  
 And how do their wishes fare?  
 Do the Fairies forget the childish debt,  
 Or reward the childish prayer?  
 Oh, king is the Queen of the Fays unseen!  
 And to Maud, a wedded bride,  
 She sent such a doll as mothers extol,  
 That toddled, and prattled, and cried!  
 Nor did Gwendolen miss her longed-for bliss,  
 A Giant to conquer and slay;  
 There are human needs, there are heroes' deeds,  
 For heroic hearts to-day,  
 But sweet little May, she vanished away  
 Beyond the Fairies' sight;  
 So the angels gave what the maid did crave,  
 A robe of invisible white.  
 Delgravia Magazine.

### IN THE GREAT LURAY CAVERN.

A WORLD WHERE EVERYTHING IS UP-  
 SIDE DOWN—PALACES UNDER  
 THE EARTH.  
 A Virginia correspondent of the Washington Republic writes: At ten o'clock in the morning we drive out one mile from the town. The land as we approach becomes rolling but not hilly, and corn-fields line both sides of the road. We halt at a frame structure, procure tickets and prepare to descend, for this is the entrance to the caves, through which thousands have already passed and more will follow. It is well that we have provided ourselves with heavy wraps and divested ourselves of superfluous headgear. The wisdom of both is soon shown. We descend fifty feet, having left at the door a warm sunshine and a temperature of eighty-eight degrees. The latter is now reduced to fifty-six degrees, but we are in a new world with a temperature of its own. The laws of nature appear reversed, for everything here grows down from above instead of up from below. The roof is vaulted, stalactites hang singly and in clusters and meet the eye at every turn; sometimes his twin brother, the stalagmite, rises to meet him, but not often. Stalactites from four inches in length and a few ounces in weight, up to forty feet in height and a hundred tons in weight. Washington's column first arrests the eye. A long entrance avenue to the ballroom, past columns, immense in size and wonderful in profusion, here we find a plateau entirely open and devoted to Terpsichore—in its immediate vicinity a cemetery, suggesting the theory that the Naiads were as prone to dance themselves to death as their fair sisters above ground.  
 Now we enter the fish market where rows of fish adorn the walls, the illusion being perfect. On a little, and we stand at the brink of

Pluto's chasm. At no point from entrance to exit does the awful grandeur so impress as here, where 200 feet below the surface we look down into a bottomless pit. We throw down a boulder and fail to hear it stop. Turning sharp to the left we are ill prepared to greet the specter which rises in giant form just ahead of us to chide us for our intrusion. Passing through the Elfian ramble we almost run against the Empress column, a beautiful figure almost white, looking very like a woman on a pedestal. On past Proserpine's column, through the balcony to the grotto, and rest at the vegetable garden. A moment against the Leaning tower, a glance at Brand's cascade and we gain Giant hall, where the formations are colossal. A broken column now lies directly in our path. It is twelve feet in diameter and sixteen long. We descend to Skeleton gulch and are rewarded for the effort by a sight of a femur and pelvis of some unfortunate who long ago must have fallen over the precipice just above. These bones are firmly imbedded in the limestone floor. As we return we find a group of spectators at the flower garden, and we look around a moment. At no point yet have the stalactites shown any signs of giving out, and it is no exaggeration to say that you have now seen so many thousands of them that you naturally look for something else. In other words they cease to attract.  
 The cathedral is beautiful and wonderful—the pulpit at one end, the organ at the other. The pipes are symmetrical, and are in perfect musical order; on the side of the wall, high overhead, standing out of the wall, the angel's wing is clearly defined. Natural bridge, tower of Babel and Stonewall's tent follow in rapid succession. The drapery in rich folds in the latter will always attract the feminine eye. At no place have we had to stoop, and for the most part we have had a ceiling of from twenty to one hundred feet over our heads. History, mythology and the Bible have furnished names for this wonder under the earth. In this rambling note I have omitted many minor points of interest as not being profitable to the general reader. Coming back to the entrance we find that we have spent three hours in the tramp, and our pedometer registers three miles traveled. Of course we have gone over some ground twice, but many places we have not visited at all.  
 Let me advise any one to wrap up before going down, the sudden change being too great for weak lungs. At the entrance the wealth of stalactite formations is thrust upon you by the ceiling curving low toward the floor. We have for the journey only candles, but as we reach points of great interest and we light our taper, instantly every recess is brought out clearly. That stalactite which a moment ago looked like a white object in the distance now comes out with clear outlines. We are now in the ante-room, with a ceiling of great height and a length of 100 feet. A little further on we discern pillar after pillar in dark brown stone, with here and there a crystallized crust, which throws out many brilliant points before our magnesium light. To our right we see the sentinel room, and, in one corner, Lot's wife passing on to the throne; we see distinctly a white rat climbing a brown stalagmite. So life like is it that our ladies elevate themselves at once, and do not come down until assured that it has been in that position probably for 10,000 years.  
 Only a few steps more are required to reach the Omnibus room; not so easily reached, for we go through Yosemite valley, where the path is narrow and the huge boulders lie

on every side. In the omnibus at last. You naturally look through the roof for the driver, but he is not there; and so you sit down, and, while resting, think about all you have seen. Yonder, hanging from the ceiling, is a huge mitten, perfect even to thumb. We pause before a frozen cascade. At no point is the real object so well imitated as here. Now we look through Tobacco race track and Cleopatra's hall. All along the course we have noticed the profusion of stalactites, but now they occur less frequently, and in so doing rest the eye. The solid stone roof, arched and ingrained as it is, being as perfect architecturally as though wrought out by skilled hands. The crystal formations now multiply on our way, and indicate clearly our approach to the Diamond room. Here only a brilliant illumination is after to bring out untold beauty.—After admiring until we are reminded that our stay must now be short, we visit the cathedral, the grotto, devil's chasm, Lethe's stream, where we refresh ourselves from a stream of pure cold water. This at a depth of nearly 200 feet. We now hurriedly look through Solomon's temple, Queen's pass, Beartrack hall, and other places on our way to the Diamond lake, and here we are repaid for the journey. A clear lake, oval in form, has an edge of white crystal tablets, supporting brown stalactites, which droop from the roof and rest upon the lake. Here the ceiling has rounded to the floor, and all stalactites have met stalagmites.—This is without doubt the most beautiful feature in any cave. It cannot be described so that an idea of its beauty will be conveyed. On returning to the entrance we find that we have walked three miles and spent two hours underground. We bid our guide good-bye, but not until he promises to send us for exhibition in Washington some of his specimens.  
**Education of the Deaf.**  
 The meeting of the International Congress for the education of the deaf at Milan may be regarded as important, for they resolved to discard signs in teaching, and to adopt the "the pure oral method." The president, Abbe Tarra, said in his address, "Signs must be altogether abjured, though a few simple gestures may be allowed when the little child is first introduced to school-life. In the school-room begins the redemption of the deaf-mute. He is waiting to be made into a man. Let him be taught to move his lips in speech, not his hands in signs. Of all movements for the expression of ideas, those of the lips are most perfect. Speech is addressed to the intellect, while gestures speak coarsely to the senses." These views were supported by speakers from different parts of Europe; and from experiments made in England and other countries there is no doubt that persons utterly deaf can be taught to speak by watching the movements of their teachers' lips.—*Ecolotic for January.*  
**MISERABLENESS.**—The most wonderful and marvelous success, in cases where persons are sick or pining away from a condition of miserableness, that no one knows what ails them, (profitable patients for doctors,) is obtained by the use of Hop Bitters. They begin to cure from the first dose and keep it up until perfect health and strength is restored. Whoever is afflicted in this way need not suffer, when they can get Hop Bitters. See "Truths" and "Proverbs" in another column.  
**BEING** at a party when the park guns announced the birth of a prince, Douglas Jerrold exclaimed: "How they do powder these babies!"

### How to Preserve a Carriage.

A prominent carriage manufacturer of Nottingham, England, Mr. Starey, published "Useful Hints for the Proper Preservation of a Carriage," from which we quote:—A carriage should be kept in an airy, dry coach house, with a moderate amount of light, otherwise the colors will be destroyed. There should be no communication between the stables and the coach house. The manure heap or pit should also be kept as far away as possible. Ammonia cracks varnish and fades the colors both of painting and lining. A carriage should never, under any circumstances, be put away dirty. In washing a carriage keep out of the sun, and have the lever end of the "setts" covered with leather. Use plenty of water, which apply (where practicable) with a hose or syringe, taking care that the water is not driven into the body to the injury of the lining. When forced water is not attainable, use for the body a large, soft sponge. This, when saturated, squeeze over the panels, and by the flow down of the water the dirt will soften and harmlessly run off, then finish with a soft chamois leather and oil handkerchief. The same remarks apply to the underworks and wheels, except that when the mud is well soaked, a soft mop, free from any hard substance in the head, may be used. Never use a spoke brush, which, in conjunction with the grit from the road, acts like sandpaper on the varnish, scratching it, and of course effectually removing all gloss. Never allow water to dry itself on the carriage, as it invariably leaves stains. Be careful to grease the bearings of the fore carriage so as to allow it to turn freely. Examine a carriage occasionally, and whenever a bolt or slip appears to be getting loose, tighten it up with a wrench and always have little repairs done at once. Never draw out or back a carriage into a coach house with the horses attached, as more accidents occur from this than any other cause. Heated carriages should never stand with the head down, and aprons of every kind should be frequently unfolded or they will spoil.  
**Some Curious Facts.**  
 Under favorable conditions the chestnut and the oak will live 1,000 years. The beech and ash live less than half as long.  
 Iron is rolled so thin at the Pittsburgh, Pa., iron mills, that 10,000 sheets are required to make a single inch in thickness.  
 The size attained by icebergs is sometimes prodigious. From measurements made upon one, Dr. Hayes estimated it to contain about 27,000,000,000 feet, while its weight must have been not less than 1,000,000,000 tons. It was grounded in water nearly half a mile in depth. What, then, must have been the size of the glacier from which this mass had become detached?  
 According to recent statistics, taking 1,000 well-to-do persons and 1,000 poor persons, after five years there remained alive of the prosperous, 943, of the poor only 655. After fifty years there remained of the prosperous 557, of the poor 283; at seventy years of age there remained 235 of the prosperous, and of the poor sixty-five.  
 A record of the weather kept nearly three centuries ago by the famous astronomer, Tycho Brahe, on the coast of Denmark, has lately been published at Copenhagen by the Royal Danish Academy of Sciences. The manuscript had found its way into the imperial library at Vienna, where it was discovered a few years since.  
**A MAN** advertises for a competent person to undertake the sale of a new medicine, and adds that "it will be highly lucrative to the undertaker."  
**GETTING** up in the morning is like getting up in the world; you can't do either, without more or less self-denial.

### WORDS OF WISDOM.

A spark may raise an awful blaze.  
 Who never tries cannot win the prize.  
 The healthiest feast costs the least.  
 Muddle at home makes the husbands roam.  
 A scraper at the door keeps dirt from the floor.  
 For the light of day we have nothing to pay.  
 If you had the abilities of all the great men, past and present, you could do nothing well without sincerely meaning it.—*Bleak House.*  
**How Marbles are Made.**  
 Almost all the "marbles" with which boys everywhere amuse themselves are made at Oberstein, in Germany. There are large quarries and mills in that neighborhood, and the refuse is turned to good account in providing the small stone balls for experts to "knuckle" with. The stone is broken into small cubes by the shovel-full into the hopper of a small mill formed of a bedstone, having its surface grooved with concentrated furrows; above this is the "runner," which is of some hard wood, having a level face on its lower surface. The upper block is made to revolve rapidly, water being delivered upon the grooves of the bedstone where the marbles are being rounded. It takes about fifteen minutes to finish half a bushel of good marbles ready for the boys' knuckles. One mill will turn out 169,000 marbles per week.

### Thread From Wood.

The manufacture of thread from wood for crochet and sewing purposes has, it is said, recently been started at the Aby Cotton Mill, near the town of Norkoping, in the Middle of Sweden. The manufacture has arrived at such a state of perfection that it can produce, at a much lower price, thread of as fine a quality as "Clark's," and has from this circumstance been called, thread "a la Clark." It is wound in balls by machinery, either by hand or steam, which, with the labeling, takes one minute twelve seconds, and the balls are packed up in cardboard boxes, generally ten in a box. Plenty of orders from all parts of Sweden have come in, but as the works are not yet in proper order, there has hardly been time to complete them all. The production gives fair promise of success, and it is expected to be very important for home consumption.

**USES OF SAND BAGS.**—One of the most convenient articles, says the N. Y. Post, to be used in a sick room is a sand bag. Get some clean, fine sand, sew the opening carefully together, and cover the bag with cotton or linen cloth. This will prevent the sand from sifting out, and will also enable you to heat the bag quickly by placing it in the oven, or even on the top of the stove. After once using this you will never again attempt to warm the feet or hands of a sick person with a bottle of hot water or a brick. The sand holds the heat a long time, and the bag can be tucked up to the back without hurting the invalid. It is a good plan to make two or three of bags and keep them ready for use.

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THE RAIL ROAD QUESTION AGAIN.

A few weeks ago, we published a condensed statement of the article by Mr. F. B. Thurber of New York, which appeared in Scribner's Monthly Magazine for December, on "Rail-Roads and the People." We have since received a small pamphlet, from which it appears that the "New York Board of Trade and Transportation," of which Mr. Thurber is one of the Vice-Presidents, has addressed itself to the subject, and is determined to follow it up with the energy, which now and then proceeds from that city, in matters of public reform. It would seem to be the outgrowth of, and a continuation of the work begun some years ago, and which resulted in the overthrow of the infamous Tweed ring, and now there seems to have sprung up since the late general election, a spirit of determination, to correct and remove abuses, which have gained, and long maintained a strong foothold in State and National affairs. The spirit of reform is abroad in the land irrespective of party affiliations, witness the movements in Congress, and those in Philadelphia and elsewhere and the one before us. We trust it may go forward in its work of purification until its influence shall be felt and obeyed in all directions.

Under our government, the will of the people must assert its power; its vigilance must be eternal, and evil forces, though they may for a time seem to prevail over right and justice, will eventually be subdued; and over the raging seas of political and national distress, the ship of State will sail proudly on to the haven of prosperity, victorious over its enemies. When the people are aroused to a sense of threatening dangers, the corrective remedy seems to loom up in the not distant future.

In this wise we view public affairs, with an abiding sense that the light of patriotism will eventually dissipate arising darkness, and simply design now to call attention to the great controversy, which is destined ere long to agitate the public mind.

The purport of the present movement is well given in the opening passages of the pamphlet before us, as follows:—

A HALF-HOUR WITH ONE OF THE GREAT QUESTIONS OF THE DAY.

"Honestly and equitably managed, Railroads are the most beneficent discovery of the century, but perverted by irresponsible and uncontrolled corporate management, in which stock-watering and kindred swindles are tolerated, and favoritism in charges is permitted, they become simply great engines to accomplish unequal taxation, and to arbitrarily re-distribute the wealth of the country. When this state of things is sought to be perpetuated by acquiring political power and shaping legislation through corrupt use of money, the situation becomes more serious."

Then is given the "report of the committee on Railway Transportation of the above named association, containing the findings of the U. S. Senate Committee on Transportation routes; extracts from the decision of the Supreme Court in the Granger cases and the recent notable letter of Hon. Jeremiah S. Black, to the committee of the New York Chamber of Commerce. The drift of the opinions as presented, is to ascertain the right of the State to control and regulate affairs, when the public is interested in them, as contradistinguished from private rights: common carriers, millers, ferrymen, coachman, inn-keepers, &c., all have business clothed with public interest and are therefore amenable to regulations, for the good of that interest.

Judge Black's letter is in the interest of legal regulation to compel railway companies to perform their duties to the public on proper terms. Their belief that the roads are the property of the companies authorized to run them he regards, "a cardinal error." He says, "a public highway cannot be private property, and a railroad laid out and built by the authority of the State for purposes of commerce is as much a public highway, as a turnpike road, canal, or navigable river." "The State having need for a public highway at a particular place, makes a contract with a corporation to open and put it in condition to be used; and by way of reimbursing the builders and operators, she authorizes a tax upon those who travel, or carry merchandise over it." Then he goes on to say, "the tax must be reasonable, just, uniform, prescribed and fixed, so that the amount of tax, toll or freight in any case is not a subject of bargain, but a thing settled fixed, and prescribed by public authority." "If the company may charge what it pleases, then the road is not a public highway; the public has no right in it at all, and the charter which authorizes the taking of land to build it, is unconstitutional and void." The State has the right to regulate and control, "by such laws as will prevent partiality, plunder, and extortion."

"If railroad corporations have the unlimited power which they claim, then all business is at their mercy. Agriculture, Commerce, Manufactures, must suffer what they choose to inflict. He then proceeds to show how unequal charges may enrich some, and impoverish others. The great difficulty in the case arises from the fact that these corporations in many cases are enabled to controul legislation, so that it ultimately works in their favour, and they entrench themselves behind this power in safety. The tendency all over the land is towards the centralization and consolidation of the great railways. The New York Times calls it, "The coming confederacy," and writes of it as looking to the controul of the entire government. The struggle will be one to bring this confederacy into submission to lawful authority, and into a respect for the rights of the people. We cannot better end this article, than by presenting the concluding suggestions of "The Board of Trade," which they thus have summarized:—"WHAT CAN BE DONE?"

First.—Establish a Board of Railroad Commissioners in every State, to study the workings of these modern highways and control them (those within State limits) in the interest of the people of said States.

Second.—Establish a National Board of Railroad Commissioners (to which the State Boards can act as auxiliaries) for the regulation of Inter State Commerce, and to enforce laws which may be enacted, or the common law rights which already exist.

Third.—Enact a law prohibiting bribery passes, also stringent election bribery laws punishing bribers only, leaving the person who accepts a consideration for his vote free to testify against the person offering it; (experience having shown that punishing both parties prevents the procuring of evidence against the briber.

Fourth.—Let every citizen do his duty in establishing an intelligent and vigilant public opinion, which will ostracize a man who steals millions from the public under the guise of stock-watering, and the brilliant advocate who becomes a Railroad lobbyist, or who, while a legislative representative of the people, accepts "retainers" from those who are plotting against the people's interest.

"Within the past few years, Boards of Railway Commissioners have been established in fourteen States to supervise the management of railroads, and numerous laws have been passed defining and protecting the public interest. Much, however, remains to be done, as in some States, notably our own, the railroads have exercised a controlling power in politics and legislation. It is not to be expected that abuses so deeply rooted, and sustained by such enormous power, can be removed in a day. As in the agitation against slavery, it may take a lifetime. It is only another phase of the fight for liberty and public rights, and in this, as in that against slavery, the sympathies of an influential class are against those who are foremost in advocating the rights of the many as against privileges for the few. In the end the result cannot be doubtful."

THE Mountain City Flour Mill, at Cumberland, Md., owned by R. D. Johnson and operated by Thomas P. Morgan, Jr., was destroyed by fire Saturday evening, together with a large quantity of wheat, machinery, etc. Loss estimated at between \$40,000 and \$50,000; insured for \$25,000.

A rennon of the Williams College alumni resident in Cleveland, Ohio, and vicinity, was held there last night. Over fifty graduates, with ladies, attended. Geo. Garfield was present and made a speech.

WASHINGTON CORRESPONDENCE.

WASHINGTON, D. C., Jan. 11th. The subject of Rev. of American commerce, will be raised in both Houses of Congress, when the Post-office appropriation bill is reported. It is to be in the form of an amendment, and provides, that the sum of \$1,000,000 be appropriated for, and the Postmaster General is authorized and directed to make contracts for the transportation of the United States mails to such West Indian, South American, Central American, Mexican, and such Asiatic, European, and other foreign parts, as in his judgment will best subserve and promote the postal and commercial interests of the United States. This bill may be said to be the result of the recent statistics presented, of the decline in our commercial interests, the rapid decrease of tonnage, and withdrawal of capital from maritime enterprise. The encouragement of our shipping, will not, as many think, aid only those immediately interested, but will be to the benefit of every producer in the country. The attention of Congress is now turned fairly seaward—as it were—and a disposition seems prevalent, to do all in reason to aid our sailors. Following the passage of this act, the final consideration of the Geneva Award distribution, is confidently expected. This money will go to the class which Congress is now endeavoring to aid, and besides, being an act of justice demanded by the honor of the country, it will place many in circumstances, to invest in marine enterprise. The De Lesseps Panama Canal scheme, much to the gratification of the friends of Captain End's ship railway, is rapidly losing favor in Europe as in this country. The Republicans here are much pleased at the certainties of General Harrison's election to the Senate, from Indiana, and of General Hawley's from Connecticut. Mr. Reagan promises to call up his inter State commerce bill, as soon as the founding bill is disposed of, and expects it to pass by at least fifty votes. The railroad companies, always on their guard, are here in force, and when the bill does come up, the contest in the lobbies will be greater than the one on the floor of the House. The railroad men held a meeting last night, at one of the hotels. Yesterday was a holiday in Congress. The Senate spent the day discussing the District of Columbia trauup bill, and the Halifax relief resolution, without final action on either. General Logan introduced a bill for the appointment of General Grant on the retired list, with the rank and full pay of General of the army. In the House, under the call of States, one hundred and twenty six bills were introduced, one of which will stand the ghost of a chance of passage. The Indian appropriation bill was discussed in Committee of the whole. MERRILL.

OUT OF DEBT.—The last of the State debt of Illinois, \$281,000, has been called in and is being paid as rapidly as possible at the Exchange Bank, New York. In addition to this payment the Illinois State treasury has a surplus of \$1,100,000 on hand. This is the work done by the Illinois Central Railroad. The lands to build this road were given by the United States, and the profits of the road have been derived from the products chiefly of other States transported over it. Even a less fertile State than Illinois might find it easy to grow rich with such vicarious sources of income.

Mrs. Hicks Lord has leased her elegant mansion, No. 10 West Fourteenth street, New York, for business purposes, as a large rental, and is in treaty for a fine Fifth avenue mansion, which, when occupied, will be the scene of weekly luncheons and dinners, followed by some brilliant entertainments.

ARE you low-spirited, "down-in-the-mouth," and weak in the back? Does walking, lifting, or standing cause pain in the small of the back? If so you have kidney disease, and Prof. Guilmette's French Kidney Pad is the only remedy which will cure you rapidly and permanently and without filling your stomach with nauseating medicine.

INDIGNANT MORMONS.

CANNON PREPARING TO CONTEST GOV. MURRAY'S DECISION—PRESS COMMENTS. SALT LAKE CITY, UTAH, January 9.—The friends of Mr. Cannon last evening applied to Secretary Thomas for a certified statement of the count; and Mr. Cannon will contest. The Mormons are very indignant.—The Evening News says: "Gov. Murray can no longer command the respect of honorable men, and that his conduct is dastardly and contemptible and unworthy of any official with the least claim to the title of gentleman. The Gentiles feel as though they had at last got the Mormon bull by the horns, instead of the tail, and they expect the administration, the new House and the country to help them keep their hold." The Tribune of to day says: "Gov. Murray has referred his certificate of election to George Q. Cannon and given it to A. G. Campbell. He has not questioned the legality of the votes cast for Cannon or the fairness of the election. He has simply taken cognizance of two facts which the contest brought out, and which are, first, that George Q. Cannon being foreign born and never naturalized is not a citizen, and second, that it is not possible for Cannon to cure his disabilities and become a citizen before the fourth day of March next. This being true, the votes cast for him were thrown away, and A. G. Campbell being the citizen who received the highest number of votes, the Governor gives him the certificate. In a time of great peril it is said that General Washington issued this order: "Put none but Americans on guard to-night." The order came to Gov. Murray from a higher power than ever Washington was, "Issue certificates to none but Americans in Utah." He could not disobey."

ITEMS OF INTEREST.

A PARTY of English bicyclists will make a tour of the United States next spring on their machines.

Two thirds of the carpet manufactured in the United States is the product of Philadelphia. Neither Chicago nor San Francisco has a single factory.

FIFTY ONE deaths from small pox were reported in Philadelphia during the past week, the largest weekly mortality from that disease occurring there for several years.

LAST week, the President nominated Gen. Nathaniel Goff, Jr., of West Va., and he was confirmed by the senate, to succeed Secretary Thompson in the Navy Department.

GOVERNOR PORTER, of Indiana, was inaugurated at Indianapolis yesterday with imposing ceremonies. Governor Crittenden, of Missouri, was also inaugurated at Jefferson City.

In the New York Senate yesterday a bill was introduced to regulate the transportation of freight by which all parties are placed on equal terms, and the rates are to be no more for short than pro rata for long distances.

"HOW ARE YOU my old Friend?" Asked a bright looking man. "Oh! I feel miserable, I'm bilious and can't eat, and my back is so lame I can't work." "Why in the world don't you take Kidney-Wort; that's what I take when I am out of sorts, and it always keeps me in perfect tune. My doctor recommends it for all such troubles." Kidney Wort is the sure cure for biliousness and constipation. Don't fail to try it.—Long Branch News.

A HANDSOME GIFT.—Mr. Wm. H. Vanderbilt has handed his checks for \$10,000 to the Rev. Dr. Charles F. Deems, of New York, as an addition to the "Deems fund," to be loaned to indigent students of the University of North Carolina. In communicating the information of the gift to President Battle, of the University, Dr. Deems says the check came unsolicited. He further says the design is to help indigent students, not to carry them, and that the right kind of young men will satisfy President Battle that they will ultimately be able to return the sum borrowed, and will find friends to stand for them.

ARE always prepared to accommodate the public with conveyances of all kinds on

Reasonable Terms!

DRY GOODS. NOTIONS! MY stock comprises all kinds of Dry Goods, cloths, CASSIMERES, cottonades, great variety of Ladies dress goods, notions, HATS & CAPS, boots and shoes, queensware, groceries, of all kinds, HARDWARE, etc., all of which will be sold at the lowest prices. Purchasers will do well to call before purchasing elsewhere. GEO. W. ROWE, Emmitsburg, Md. ju14-1y

To the Ladies and Gentlemen: PROF. GUILMETTE'S French Kidney Pad



A Positive and Permanent Cure Guaranteed In all cases of Gravel, Diabetes, Dropsy, Bright's Disease of the Kidneys, Incontinence and Retention of Urine, Inflammation of the Kidneys, Catarrh of the Bladder, High Colored Urine, Pain in the Back, Stiff or Lame, Nervous Weakness, and in fact all disorders of the Bladder and Urinary Organs, whether contracted by private diseases or otherwise. This great remedy has been used with success for nearly ten years in France, with the most wonderful curative effects. It cures by absorption; no nauseous internal medicines being required. We have hundreds of testimonials of cures by this Pad when all else had failed.

Ladies, if you are suffering from Female Weakness, Leucorrhoea, or diseases peculiar to females, or in fact any disease, ask your druggist for Prof. Guilmette's French Kidney Pad, and take no other. If he has not got it, send \$2.00 and you will receive the Pad by return mail. Address U. S. Branch FRENCH PAD CO., Toledo, Ohio. For Sale by, JAS. A. ELDER, Emmitsburg, Md.

Go To G. T. Eyster AND Bro. For Watches, CLOCKS, Jewelry, SILVERWARE, AND SPECTACLES.

All Sales and Repairs, warranted as represented. G. T. Eyster & Bro. ju14-1y Emmitsburg, Md.

INAUGURATION! January 1st, 1881. A Bargain Sale OF CLOTHING!

Note some of the reductions: -FOR MEN- \$12.00 Overcoats reduced to \$10.00 \$14.00 " " " " \$11.00 \$15.00 " " " " \$12.00 \$20.00 " " " " \$16.00 \$25.00 " " " " \$18.00 \$25.00 " " " " \$20.00 \$19.00 Suits " " \$16.00

Olds and Ends of Suits to \$10.00. -FOR YOUTHS- \$10.00 Overcoats reduced to \$8.00 \$11.50 " " " " \$10.00 \$8.00 Ulsters " " \$5.00

-FOR BOYS- \$5.00 Overcoats reduced to \$4.00 \$6.50 " " " " \$5.00 \$8.50 " " " " \$5.50 \$10.00 " " " " \$8.50 \$12.00 " " " " \$10.00 \$7.00 Suits " " \$6.00 \$8.50 " " " " \$7.00 \$9.00 " " " " \$8.00 \$11.50 " " " " \$10.00 \$13.00 " " " " \$10.00

-FOR CHILDREN- \$4.00 Suits reduced to \$3.50 \$5.00 " " " " \$4.00 \$7.00 " " " " \$6.00 \$6.50 " " " " \$5.00 \$7.50 " " " " \$6.00 \$3.50 Ulster " " \$2.75 \$4.00 Overcoats " " \$3.50 \$5.00 " " " " \$4.00 \$6.00 " " " " \$5.00 \$7.50 " " " " \$5.00

Odds and Ends 7, 8, and \$9.00 Overcoats reduced to \$5.00.

If at the above prices, you are not thoroughly satisfied with your purchase, you are privileged to return the goods for Exchange or the money.

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Guthrie & Beam. Livery, Sales and Exchange STABLES, EMMITSBURG, MD.

ARE always prepared to accommodate the public with conveyances of all kinds on Reasonable Terms!

We will have carriages and omnibuses at the depot on arrival of each train, to convey passengers to St. Joseph's Academy, Mt. St. Mary's College, or any part of town or country. Fine horses for riding or driving. ju14-1y

D. ZECK, DEALER IN GROCERIES, HARDWARE, Notions and general Merchandise. Fish, potatoes, feed and produce of all kinds, butter, eggs, chickens, calves, &c., bought and sold. Make a Specialty!

The highest grades in any part of town without extra charge. Emmitsburg, Md. ju14-1y

Western Maryland Railroad

WINTER SCHEDULE. ON and after SUNDAY, Oct. 24th, 1880, passenger trains on this road will run as follows:

Table with columns: STATIONS, Daily except Sundays, Mail, Acc., Exp., P.M., P.M. Stations include: Hlen Station, Union depot, Penna ave, Fulton sta, Arlington, Mt. Hope, Pikesville, Owings' Mills, Reisterstown, Hanover, Gettysburg, Westminster, New Windsor, Union Bridge, Fredk Junction, Rocky Ridge, Mecumstown, Blue Ridge, Pen-Mar, Edgemont, Sunbury, Hagerstown, Williamsport.

PASSENGER TRAINS RUNNING EAST.

Table with columns: STATIONS, Daily except Sundays, Acc., Exp., P.M., P.M. Stations include: Williamsport, Hagerstown, Sunbury, Pen-Mar, Blue Ridge, Rocky Ridge, Fredk Junction, Union Bridge, Westminster, Gettysburg, Reisterstown, Owings' Mills, Pikesville, Mt. Hope, Arlington, Fulton sta, Union depot, Hlen sta.

EMMITSBURG RAILROAD.—Trains South will leave Emmitsburg at 7.40 and 10.25 a. m. and 8.15 p. m., and arrive at Rocky Ridge at 7.50 and 10.35 a. m. and 8.30 p. m. Trains North will leave Rocky Ridge at 8.30 and 11.20 a. m. and 7.30 p. m., and arrive at Emmitsburg at 8.40 and 11.30 a. m. and 7.50 p. m. Baltimore and Cumberland Valley R.R.—Trains South leave Waynesboro 6.25 a. m. and 2.50 and 7.40 p. m., arriving at Edgemont at 6.50 a. m. and 2.45 and 8.05 p. m. Trains North leave 1.15 a. m. and 12.22, 3.00 and 8.22 p. m. and arrive at Waynesboro at 12.45, 3.5 and 7.50 p. m. Frederick Div., Penna. R. R.—Trains for Frederick will leave Junction at 8.05 and 11.30 a. m., and 12.02 and 7.10 p. m.

Trains for York, Taneytown and Beltsville leave Junction at 9.0 a. m. and 3.20 p. m. Through Car. For Frederick leaves Baltimore at 4.30 p. m., and leaves Frederick for Baltimore at 7.30 a. m.

Through Cars For Hagerstown and Gettysburg and points on H. & O. R. R., leave Baltimore at 8.20 a. m. and 4.40 p. m. Leave Baltimore at 6.25 p. m. in three compartments. Trains Grove for Woodlawn, Millers and Intermediate Stations on H. J. H. and G. R. R. Street Cars, Baltimore and Gay Street Line, at corner of Gay and Exchange Sts., pass within one square of Hillen Station.

Orders for Passage calls can be left at Ticket Office, N. E. corner Baltimore and Gay Streets. Baltimore Time is given at all Stations. JOHN M. HOOD, General Manager, B. H. Griswold, Gen'l Ticket Agent.

GLANDING'S Patent Trunk Patented September 30, 1870, by Thomas Glanding, Baltimore, Md.

This Trunk is presented to the public, and the special attention of buyers is called to its advantages. The body and lid of the trunk are made in the usual manner.

The trays, which are a special feature, are divided into two sections, the smaller tray or parcel case being attached to the lid, is raised out of the body when the lid is raised. The larger or main tray is attached to the ends of the body by means of parallel arms, so that the tray may be raised and carried back into the lid in its original horizontal position, and is supported on the arms, thus giving access to the body of the trunk.

The arms are pivoted to plates of suitable metal, on which are knobs or projections to stop their motion and prevent the tray from falling back against the lid. We ask the ladies when in town to call and examine the Trunk at GEO. A. GILBERT'S Hat, Boot & Shoe Store, NO 16 N. MARKET ST., Frederick City, Maryland. Ask for Glanding's Patent Trunk. Use no other. mar1 1880

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