

VOICE OF FREEDOM.

VOL. VIII.

J. HOLCOMB, Editor & Publisher.

BRANDON, Thursday, June 10, 1847.

No. 51.

J. F. McCOLLAM, Printer.

VOICE OF FREEDOM.

PUBLISHED WEEKLY AT BRANDON, VT.

TERMS.

One Dollar and twenty cents, in advance.
One Dollar and fifty cents, in four months.
One Dollar and seventy-five cents, in eight months.
Two Dollars at the close of the year.
To persons receiving the Voice by Mail, after the first of April 1847, twenty-five cents per year will be deducted from the above rates, so long as the subscribers are charged with the present postage.

AGENTS who obtain subscribers for the Voice, when sent by MAIL, will be allowed 25 cents on each subscription for a year.

Each responsible subscriber is authorized to act as agent in obtaining subscriptions.

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1 square 3 weeks \$1.00 1 square 1 year \$5.00
2 squares 3 weeks 1.75 2 squares 1 year 8.50
3 do do 2.25 3 do do 11.00
4 do do 2.75 4 do do 13.50
5 do do 3.25 5 do do 16.00
Legal advertising to be charged at legal rates.

STANDARD NOTICE. Postmasters are officially bound to notify Publishers of papers of a wish on the part of subscribers to discontinue their papers. These subscribers (therefore, who tax postage on such notices will be charged the amount in account for the Voice of Freedom.

Subscribers residing in the vicinity of the paper mill, near Middlebury Village, will be credited for whatever kind of barter Messrs. Parker & O'Flanagan will receive to them on my account.

NORTH BRIDGEFIELD, Ohio, May 2, 1847.

My Dear Sir: On my way home from Pittsburg, a few days since, I called on "Grace Greenwood," at New Brighton, Pennsylvania, and spent a very pleasant hour with herself and mother and sister, at their pleasant home. I found her still to be the same warm hearted friend of the slave, as when she wrote those noble lines,

"I am an Abolitionist!"

I copy it in the margin, although we have seen but little of her antislavery writings for two or three years past. When I left Pittsburg, the Whigs and Democrats were making great preparations for a grand illumination in glorification of the feats of arms of our soldiers in Mexico. I was telling her of the preparations I had seen Christmas (?) mothers in Pittsburg making, to celebrate the inhuman butchery of mothers and babes in Mexico, and suggested the "illumination" as a theme for a poem; and the following is such a response as her woman's heart has made. Oh! why is it that every woman in the North and South too, does not sympathize with her suffering sisters, and unite in condemnation of the murderous trade of war?

Yours, for our country when right, but for more just laws,
JAMES W. BROWN.

From the National Era.

ILLUMINATION.

BY GRACE GREENWOOD.
Light up the nation, Columbia,
For those who live in sin,
Who bear to scenes of warlike strife
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I have given names and sources of information in the above narrative, because the seeming incredibility of the story demands it. I suppose the event occurred in 1801 or 1802, as my father I have been told, removed from the town in 1803. Much earlier than that my sister would not have been old enough to recollect the circumstance.

The fact of the great length of which this girl lay apparently dead, should be a warning never to yield up a subject for burial so long as the least indication of life remains, and will stimulate friends to the persevering use of means while such indication exists, however faint. The restoration of Rev. William Tennant to life and health, after he had been apparently dead three or four days, and his friends had been more than once convened for his funeral, is a well-known fact. Even his own brother was so convinced that he was dead, that he became impatient at what he thought the folly of the physician in his pertinacious attempts to restore animation.

The following account of a practice which to some extent obtains in Germany, may furnish useful hints in this country:—

"In order to guard against premature interments, there is attached to most of the cemeteries in Germany, a hall where the dead remain some time before being committed to the ground. In this hall, the body, neatly attired, is laid upon a couch—before the lips is placed a mirror which the slightest breath would cloud, and between the fingers a string which on the slightest movement causes a bell in the department of the keeper to ring. This hall is visited night and day, hourly, by vigilant inspectors, and it is stated that not a year passes that the bell is not rung by one of the supposed corpses." Similar precautions should be adopted in every burial place in America. Indisputable facts conclusively indicate their necessity."

He who dreads giving light to the people, is like a man who builds a house without windows for fear of lightning.

HISTORY OF
SIMSBURY, GRANBY AND CANTON,
Connecticut, from the year 1642 to 1846—
By NATHAN A. PHILLIPS.

(Extracts.)

"The first settlers of Simsbury came from Windsor. A very large proportion of the present inhabitants of the town can trace their ancestry to that small flock, who, under the pastoral charge of the Rev. Mr. Warham, left England in 1630, and after remaining a short time in Dorchester, near Boston, removed in the fall of 1635, and spring of 1636, to Windsor.

The tract of territory embraced within the present limits of Simsbury and Granby, especially that part of it lying in, and adjacent to, the valley through which the Farmington river winds its course, was anciently known and called by the Indian name of *Moscowe*. By reason of its productions in such articles of trade as furs, tar, pitch and turpentine,—its expansive meadows, and its fitness for a new plantation,—it attracted, at a very early period, the attention of the inhabitants of Windsor.

Although this section of country was never included within the limits of Windsor, it was by general consent considered as belonging to that plantation, in the same manner as Farmington was considered as belonging to the plantation of Hartford. Massacoe was bounded by Windsor on the east, by *Thames*, now Farmington, on the south, by the wilderness on the west, and by *Warenot* or Westfield, now Southwick, on the north. The river at this time was called *Tamouac*.

"The first Indian deed of this territory was given in 1648, by Mahanassoe, to John Griffin, in consideration that the grantor had consumed a large quantity of pitch and tar belonging to Mr. Griffin. The deed is informal, containing but a few lines, and purports to convey the right and interest of the grantor in all the lands at Massacoe. It is recorded on the town records of Windsor. Soon afterwards, three other principal Indians made a conveyance of their interest in these lands to Mr. G. These are the only conveyances, of which we have any record existing, made by the Indians until 1680, when a formal and legal deed was executed, of which notice will be taken hereafter."

"In March 1663, Captain Newberry, Edward Griswold and John Moore, were a committee to lay out all those lands that are yet undivided at Massacoe, to such inhabitants of Windsor as desire and need it. And in the same year, a grant of two hundred acres was made by the General Court to John Griffin, in consideration that he was the first that perfected the art of making pitch and tar in those parts; the land to be taken up where he can find it between Massacoe and Warenot, whereof there may be forty acres of meadow, if it be there to be had, and be not prejudicial to a plantation, and not granted. This tract of land including another grant made subsequently by the town, was afterwards known by the name of 'Griffin's Lordship.'"

"The first grants by the committee, of which any record exists, were made in 1667. These consisted of meadow lands, bordering on the river, and were made to the following persons:

Meadow Plain;	Hop Meadow;
John Gillett;	John Barber;
Samuel Wilcoxson;	Joseph Skinner;
John Case;	Minister's lot;
Minister's lot;	Thomas Barber;
John Pettibone;	John Drake;
John Gillett;	Samuel Pinney;
Hazel Meadow;	Peter Buel;
Terry's Plain;	Location unknown;
Terry's;	Joshua Holcomb;
Wetmore, east;	Newbury's, now;
Joseph Phelps;	Westover's Plain;
Simon Mills;	Adamses;
Nathan Gillett;	Bissels;
John Moses;	Simon Wolcott;
Micah Humphrey;	

These persons did not immediately remove their families from Windsor to Massacoe though it is believed that by 1669 all of them had become inhabitants of the new plantation."

"From a return made in 1669, by order of the Assembly, of the names of *freemen* belonging to each town and plantation, it appears that the number belonging to Massacoe was thirteen. Their names are,—Thomas Barber, John Case, Samuel Filley, John Griffin, Mi-

* Sometimes spelt *Moscowe*, and occasionally *Saco*. It is generally pronounced *Massawee*.

chael Humphrey, Joshua Holcomb, Thomas Maskell, Luke Hill, Samuel Pinney, Joseph Phelps, John Buel, Joseph Skinner and Peter Buel.

In the same year, John Case was appointed by the General Court, Constable for Massacoe. He was the first person, belonging to the place, who was invested with office.

The inhabitants, in 1670, petitioned for town privileges, and appointed two delegates Joshua Holcomb and John Case, to present their application to the May session of the General Court. Their request was readily granted, and the delegates received as members of the Assembly. The record of incorporation is in these words:—

"This Court grants Massacoe's bounds shall run from Farmington bounds to the northward ten miles, and from Windsor bounds on the east, to run westward ten miles provided it does not prejudice any former grant, and be in the power of this Court so to dispose."

The Court orders that the plantation at Massacoe be called *Simsbury*."

"At the October session of the General Court, 1671, liberty was granted to Mr. Simon Wolcott to retail wine and liquors, (provided he keep good order in the dispose of it), until there be an ordinary set up in Simsbury." This Mr. Wolcott was the father of the Hon. Roger Wolcott, who, for many years, was governor of the Colony. Mr. Simon Wolcott lived nearly opposite the dwelling house of Charles L. Roberts, Esq., in the north part of the present town of Simsbury, where the governor was born, in 1673. The Court also recommended to the inhabitants and proprietors of Simsbury to raise the minister's and town rate this year upon persons and land."

In 1673, Simon Wolcott and John Griffin were appointed by the Assembly "to command the train-band at Simsbury;" and seven men were ordered to be raised for the public service, when required. This train-band consisted of but a small portion of a company and the gentleman appointed to command it were not commissioned as officers. The object doubtless was to keep up a military organization, under persons invested with authority, in order to be prepared for any sudden emergency that might happen."

It was ordered by the town, June 8, 1674, "that all the inhabitants of Simsbury, from fourteen years old to sixty, shall next Monday sunnights *shew musketry*,"—meaning, bushes in the roads.

In respect to roads generally, it may interest the public to be informed that, for about fifty years after the first settlement of the Colony, no measures were taken to make roads from town to town, other than to clear them of brush"—to effect which, the laws required each inhabitant to labor on the public roads one day in each year. In 1679, the General Court recommended to the selectmen of the several towns to clear their main roads in this manner, "at least one rod wide."

Hitherto, the plantation, though at no time particularly prosperous, had experienced no serious reverses. But, in 1675, the scene was changed. Hostilities had commenced on the part of the Indians, which led to a disastrous war, bringing, in its train, ruin and desolation upon the new settlement.

* An "ordinary" was set up in 1675, by Samuel Pinney, who was licensed to keep tavern.

† All militia companies were, at this time, called *train-bands*.

Cheshire Railroad.

SECOND ANNUAL REPORT OF THE DIRECTORS OF THE CHESHIRE RAILROAD COMPANY, TO THE CORPORATION.

Agreeably to the By-Laws, the Directors present to the stockholders, their second Annual Report of the "condition and prospects of the concern," on the first day of the current month.

Since our former Annual Report, the termini of our road, then both uncertain, have been definitely fixed—the southern, at Ashburnham, ten miles above Fitchburg, connecting at that point with the Vermont and Massachusetts Railroad—the northern, at Bellows Falls, connecting on the west side of the Connecticut, with the Rutland, and on the east side with the Sullivan railroad, and through that with the Central and Passumpsic.

A friendly understanding exists with all the companies with whose roads we connect, and it is obviously for the interest of all that it should be continued and strengthened.

The whole length of our road is 53 1-2 miles—10 1-2 in Massachusetts, and 43 in New Hampshire.

The entire road in New Hampshire has been duly laid out by the Commissioner; and, with few exceptions, the land damages through the line satisfactorily settled.

Much has been done towards fencing the road, since the last report; and all that has been done is of a durable and substantial character. Much, however, remains to be done. To collect the materials, and build more than 100 miles of stone and wooden fence, is found to be a work requiring more time than we could desire; and if in some instances we do not accommodate individual claims as early as they could wish, we can only pray their forbearance while we are doing all that we can, assuring each that they are not overlooked, and will not long be neglected.

The grading and masonry of the whole road, both in Massachusetts and New Hampshire, is under contract; and on the division below Keene, almost the whole of the masonry, and much of the grading, is completed.

The amount of work done of this description, on the whole road, and by far the largest part of it below Keene, from the beginning to the first of May, is—

Earth Excavation,	1,680,000 yards.
Lesse Rock,	12,854 "
Solid Rock,	182,352 "
Masonry,	35,155 "

Contracts have been made for 90,000 sleepers, or cross-ties, many of which are delivered for the rails and spikes for the fire road, with Grace Gray, Esq.—for the chairs for the 1st division, with Thos. Thatcher, Esq.—for the passenger, freight, and other cars, with Messrs Davenport & Bridges—and for locomotives, with Messrs Hinkley & Drury. We give the names of the manufacturers, as furnishing the best assurance to the Corporation that the road will be well ironed, and well furnished, as well as substantially and durably built.

A contract has been made with Messrs Do-

dy & Co. for laying the track, who will commence on this work within two weeks. Preparations are making for erecting the necessary depot buildings on the lower division, so as to have them in readiness for use during the present season.

The corporation below us have been delayed in opening their road to the junction, by work of unexpected difficulty, are still delayed; our work at the summit at Ashburnham has also required time; but both are in such state of forwardness that we have every reason to believe that the cars will be running from Fitchburg to Fitchburg early in August; and at an earlier time to Winchendon, if it shall be thought advisable to open before we reach Fitchburg; and every reason to believe and none to doubt, that our road will be finished, and in operation to Keene, the coming fall.

By the terms of our contracts, the grading of the road above Keene is all to be completed by the first of April next. No efforts should be spared to have this portion of the road finished and in use at the earliest possible time. The roads above us are progressing rapidly, and both our own interest and theirs requires an open avenue for the business over our road as soon as they shall reach it.

FINANCES.

The amount received into the treasury, by the Treasurer's Report to the first of the current month, is \$723,967 91. The amount paid to the same date is as follows:

For preliminary expenses,	\$2,815 50
" Incidental expenses,	8,285 52
" Engineering,	18,391 64
" Fencing,	2,645 32
" Cost of land, including lands that may be re-sold,	44,421 41
" Masonry & bridging,	84,176 64
" Grading,	307,416 51
" Superstructure, including 500 tons of rails delivered at Fitchburg, and on the line of the road,	36,067 77
	—504,223 31

Balance, 219,744 60

This statement would show the amount of work done, were it not that by the terms of the contracts 25 per cent is reserved on grading and masonry. The balance would be the amount of available means of the Company on hand, if very liberal accommodations had not been made to contractors.

To show the amount of work done, there must be added to the 504,223 31 the amount of the 25 per cent reserved, 130,531 05

and from the balance before stated, 219,744 60

To show the amount in the treasury, there should be deducted the amt of advances by loans and account receipts to contractors, and on account of purchase of materials, 106,899 66

Recent payments, not yet carried to treasury account, 33,527 39

—140,427 05

Leaving in the Treasury, on May 1, the sum of 79,317 55

This sum has been increased, since the first of May, 15,644 70

Making, 94,962 25

Which may be regarded as about the amount which would remain in the treasury, available for future use, if the cost of all work done and materials delivered, to this date, was liquidated, at contract prices.

The great question with the Directors, and no less so to the stockholders, is the mode of supplying the additional means of completing our road. The original subscription list, as is known to all was \$1,000,000. Assessments have been paid with all the promptness necessary to meet expenditures; and we are happy to say that the early assessments have been so generally paid, that no ultimate deficiency, of any considerable amount, is at all probable. Of the original list, several of the last assessments having been recently paid, and with little interval about \$300,000 remains yet uncollected. By the contracts for grading, iron, cars, engines, &c., something more than \$100,000 in bonds of the company, on time, issued by authority of the Board. These sums, added to the original capital, increases our fund to meet expenditures, from the beginning, to something over \$1,200,000; and thus leaves available, for future payments, about \$600,000.

If our expenditures for the next six or eight months were merely for grading, these means would be more than sufficient to meet them. But we have arrived at a stage when our expenditures of every kind, to be incurred, in the construction, completion, and furnishing the road, and putting it in operation, are to be met at the same time, and within a short space.

Much of what we shall require in all, beyond the \$1,200,000 secured, should be provided promptly, that the work may be brought to a close, and made available to the public and productive to the stockholders, at the earliest practicable time. That this will be done in some mode by the stockholders, we entertain no doubt.

With every disposition, however, on the part of the directors, to urge on the work to meet the public expectation and demand, it must be understood by the stockholders, that we are but agents transacting their business, and that their support and ready co-operation at all times are necessary to its successful prosecution. If our prospects were less cheering than they are—if there was the same uncertainty as to the construction of the important lines beyond us as existed at our last annual meeting—if we had even some apprehension, which we have not, of the ultimate value of our investments—we should have no other alternative but to finish what we have begun, and secure whatever of benefits might result.

But with our position as it is—with prospects of future business second to that of no road now constructing—connecting with two great lines at a point where we shall be able to offer them the most direct communication

with the common central point of all New England railroads, and all New England business—with the prospect of participating with other lines in the large amount of business which is to be superadded to the business which shall accumulate in Vermont, by the construction of the Ogdensburg road, soon to be undertaken—with a good local business, which will be steadily increased by the very facilities which our road will furnish—if we will be influenced by the results of other similar enterprises, now in successful operation, after having struggled through pecuniary difficulties and embarrassments to which we have been strangers—we shall find everything to encourage, and nothing to dishearten us in our onward movements.

Not doubting that every necessary aid will be furnished, we look to the early completion of the road with entire confidence; and in the assurance, that when finished and in operation, it will remain for all time, a signal justification of the intelligent enterprise of the citizens of the county, by whom the undertaking was first put in motion, and who gave it a generous support, and of the sagacity and liberality with which our friends in other parts of the country, and in the city, shall have co-operated with us, in carrying it forward to a successful issue.

All which is respectfully submitted,
THOMAS M. EDWARDS,
ABEL PHELPS,
THOMAS THATCHER,
S. HALE,
B. F. ADAMS,
GEORGE HUNTINGTON,
Directors.

Keene, May 18, 1847.

From "The Spirit of the Times."
Do Dogs Think?

New York, May 4, 1847

FRIEND P.—I read in a late number of the "Spirit," an account of four or five hounds killing a mastiff or a bull dog, wherein your correspondent expressed his belief that dogs are endowed with mere instinct, that they do at times think, reflect. I am, and have been for a number of years, of the same opinion, and after I relate two incidents, of which there are now more than fifty witnesses, I am much deceived if you do not believe with us.

In 1834, we had a dog of the Newfoundland species in our office (U. S. Barge Office) that was, as the term is, very sagacious. One morning, on opening the office door, "Nim" (for that was his name,) accompanied by a strange dog, was trying to get in; one of the legs of the strange dog was broken in. When the door was opened, Nim jumped in, and invited the wounded stranger to follow. Our language, seeing that he was a friend of Nim set to work and splintered the broken leg—Nim looking on attentively during the operation.

All at once Nim was missing, but in the course of fifteen or twenty minutes he appeared with his mouthful of food (which he no doubt begged from his boarding house in the neighborhood,) and placed at the feet of his lame friend, which they consumed between them; and every day, until the leg got well he would bring food for the lame dog, and both would lie down and eat together. After a lapse of two or three weeks we took the splinters off, the leg pronounced well, and then Nim sprang upon him and whipped him off the premises, and he was never seen at the Barge office afterwards.

About a year afterwards, a hen, with a large brood of chickens, were picking around the door of the office, when a cat came along, ran over, and killed the hen. Nim was a witness of the accident; he stood for a few moments looking at the dead hen, and then turned to the surviving chickens, who had separated; he went to work like a shepherd, and guarded his little flock night and day, until they were able to take care of themselves. When the chickens became weary, of which he seemed to be perfectly sensible, he would lie down, and with his paws work them under his shaggy hair as a hen would gather them under her wings. When his flock became separated from each other, he would exhibit intense anxiety; he would become nervous, so much so that his whole frame would tremble like a leaf. As ever yours,
S. L.

MISERLY. The Philadelphia Spirit of the Times tells a story of an old woman who for years kept a small cake stand in Second street, and lived in extreme poverty, in an old shanty that stood in a neighboring court, but who finally suddenly sickened and died. A daughter went to look after her mother's remains, but not having enough wherewith to buy a winding-sheet, searched among her parent's effects for a few garments in order to give her a decent burial, when to her astonishment she discovered a bag containing seventeen hundred dollars in specie. The preparations for the funeral went on for about a day and a half, when the old woman began to show some signs of vitality, and upon the application of stimulants completely recovered, and is now doing well as could be expected. The affair created considerable stir in the vicinity in which it took place, and it seems to be the generally received opinion, "that it was nothing else in the world that woke the old woman from the sleep of death but the jingling of her money bag."

The indignation felt by the British public, and expressed through the medium of the press, on the unworthy treatment of Mr. Frederick Douglass, by the agent of Cunard's line of steamers, at Liverpool, not only exhibits a healthy state of mind on the part of our countrymen, but must convince every pro-slavery American, that he must not import his absurd prejudices and ill-manners among us. If the Universities and other seats of learning, the places of public amusement, the private circle, and even the House of God are closed against men and women, respectable and well educated and pious, simply on the ground of color, we rejoice that in this country it is not so. Character, not color, is the standard of respectability with us. Everywhere, while in Great Britain, Mr. Douglass was well received, as he deserved to be. In him we saw a noble specimen of our nature which had been outraged and degraded by American slavery. To talents of a high order, he added a manly bearing, which not even the crushing influence of the bondage he had endured, could subdue. He is now returned to his native soil; and he may be assured that his visit to our shores will be as long remembered as it was highly valued by our countrymen.—
British Anti-Slavery Reporter, May 1st.

A HORSE STORY. A writer in the Boston Courier tells the following anecdote of a horse. The incident occurred in a town adjoining this city:

A butcher, my neighbor, recently went to a pasture where the family horse was usually turned while idle, to get a calf which he had purchased for slaughter. Finding difficulty in otherwise catching him, he set a large bull dog upon the calf, which soon brought him to the ground uttering the most piercing cries. The horse which till now had seemingly paid no attention, aroused by the cries of distress, no sooner perceived the perilous condition of his helpless companion, than with ears leered