THE DEMOCRATIC ADVOCATE.

VOLUME II.—NUMBER 37. In Preserving Our Union, Let Us be Careful to Preserve also Our Civil Liberties. TERMS—$1.50 IN ADVANCE.

WESTMINSTER MD. THURSDAY, AUGUST 8, 1867.

THE DEMOCRATIC ADVOCATE,

JOS. M. PARKE, *Editor and Proprietor,*
No. 3 CARROLL HALL.

The ADVOCATE is published every THURSDAY MORNING, and furnished to Subscribers at

$1.50 per Annum, in Advance.

If not paid in advance Two Dollars will be charged. No paper will be discontinued until all arrearages are paid, except at our own option.

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ATTORNEY AT LAW,
april4-tf Westminster Md.

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'ITCH' 'ITCH'
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'ITCH' 'ITCH'
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may 23, 1867.—4y.

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I will pay $500 to the proprietor of any medicine that can show a greater number of genuine certificates of cures effected by it near the place where it is made, than MISHLER'S HERB BITTERS—of Primary Consumption, Dyspepsia, Liver Complaint, Bloody Flux, Diarrhœa, Typhoid, Remittent, Intermittent and Bilious Fevers, Fever and Ague, Cholera Morbus, Yellow Jaundice, Scrofula, Running or Sore Legs, Cancer, Abscess, Neuralgia, Rheumatism, Coughs, Colds, Cramp in the Stomach, Chronic Diarrhœa, Piles, Tetter, Scald Head, Ophnema, or falling away sickness peculiar to children, Leuchorrhœa, Falling of the Womb, all obstructions to the due course of nature in females, all venereal diseases, and all complaints arising from impure Blood or a weak and disordered state of the Stomach, Liver or Kidneys. *Certificates of cures of the Yellow Fever in Mexico can also be furnished. *Remember*, if it does not cure, the money will be refunded by the proprietor.

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A. AITKEN & CO.

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Carpenter's Tools,
Blacksmith's Tools,
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Grindstones & Grindstone Irons, Hubbs, Spokes and Felloes, also Oil Cloths, Ducks, Bumsacks, and all goods used in the Coach business.

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such as Choping Axes, Hatchets, Broad Axes, Mortising Axes, Hand Axes, and Carpenters' and Cooper's Adzes, Iron of all sizes, Ropes all kinds, also the different kinds of

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Purchasers are invited to call and examine before purchasing, as we offer goods at the lowest market prices for cash.

REIFSNIDER & CO.,
june 27. near Depot.

To the People of Carroll County.

THE Subscribers, Corporators and Members of the Carroll Lumber Company, beg leave to inform their friends and the public generally, that they have obtained a Charter from the Legislature of this State, authorising them to Manufacture, vend, and deal in all kinds of Lumber, and also to purchase and sell Lands in this State and elsewhere. That the capital stock of the Company is $500,000 in shares of $50 each. We propose now to sell seventeen hundred Shares of the Stock at $30 per Share Cash. The Company has already purchased Twenty Seven Hundred and Seventy Five Acres of the finest timber lands in West Virginia, located on Cheat River, on which there is also large quantities of the finest Bituminous Coal. We are now preparing to erect Steam Saw Mills of great power and with all the latest improvements, and will in a very short time be producing large quantities of Lumber. From a careful examination of every matter connected with this business we are quite sure that the Company will make it a decided success, and that the purchasers of the stock at the above named price will realize large dividends.—This is a home institution, and we are fully determined that it shall be conducted with the strictest economy and efficiency—and that the stock shall be a safe, secure and profitable investment.

Books have been opened at the First National Bank, Westminster, and the Farmers and Mechanics' National Bank, Westminster, where our friends are invited to call and subscribe to the stock.

WM. H. HAYDEN,
R. MANNING,
ISAAC WINCHESTER,
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june 13—tf.

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How Lost, how Restored.

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For the Advocate.

GOOD BYE.

BY E. KEEFER.

I know 'tis unmanly to weep;
But tears will well up in my eye,
When I from acquaintances part,
And murmur a final "good bye."

When congenial they ever have been,
No wonder at parting we sigh;
Perhaps in the future again,
We never shall whisper "good bye."

When time shall have torn us apart,
And distance our meeting defy,
We'll think of the moment when we
Did each other a final "good bye."

How lo come and dreary the day,
The hours how slowly they fly,
Since duty has called me away,
And we've spoken our final "good bye."

Millersville, June 21st., 1867.

HOW THE UNION PACIFIC RAILROAD IS BUILT.

An intelligent correspondent of the *Cincinnati Gazette* has written a very interesting letter, showing the manner in which this last wonder of the century is being completed. He says:

"There is nothing connected with the Union Pacific Railroad that is not wonderful. The possibility of constructing such a road at some future day has long loomed up as one of the events of a grander future which all believed was to come to the land. To look upon so much of it accomplished, to watch the marvelous progress of each day, and feel sure that the great enterprise which we had consigned to the future of our dreams, is to be a reality for us, makes one prouder of the noble days in which we live. In one sense the road is as great an achievement as the war, and as grand a triumph to those who have seen much of the former and looked from this point upon the unfolding of the latter, they appear equally impressive. What the country has dreamed about for many years is becoming a reality much faster than the people know. One year ago, but forty miles were finished; this morning, we look back from our train over a day's rapid run, and forward sixty miles. To-night, three additional miles of rail will mark the track of the day's advance.

Our party left the depot at Omaha at 9 o'clock on the morning of the 3d inst. The station-house, and the common passenger cars, were better than those on the road from Washington to New York; those who have been so unfortunate as to make the latter trip will all hope they are very much better, if the love of country be in their hearts.

The train, which was made up for the excursionists, consisted of cars as elegant as any that can be found East of the Missouri. It was very difficult to look at them and realize that before night they would be roaring along over plains from which hostile Indians, deer and antelope have not been driven yet.

VALLEY OF THE PLATTE.

Long before the valley is reached, it spreads before the eye like a vast bay opening out into an ocean, whither the track appears to lead. It is forty miles from the low, rolling hills on the north, to the opposite and similar range on the south. Between, the surface is almost perfectly flat, though its regular ascent toward the west, of about ten feet to the mile, gives ample drainage. The soil is very rich, and the mind falters in its attempt to estimate the future of such a valley, or its immense capabilities. The grain fields of Europe are more garden-patches beside the green oceans which roll from Colorado to Indiana. The valley widens with the advance. The hills behind sink into the plain until the horizon there is perfect. Those on either side grow fainter, till through the heated air they take on the appearance of low islands seen across many miles of water.

Much of the land at the mouth of the valley is under cultivation; and the deep black of the freshly turned loam, the dark green of the wheat, the lighter grass, the deeper shades, and the brown of that which the fires of the autumn spared, make up the wide expanse a mosaic which nature alone could color, and the prairies only find room for display. Further on, huge plows, drawn by eight oxen, labored slowly along, each furrow being an added ripple to the tide which is sweeping up over all these rich regions—a tide whose ebb the youngest will never know.

After a rapid run of 150 miles, we stopped for an excellent dinner at Grand Island.

A CONTINENTAL MILESTONE.

The common mile posts seem to measure insignificant distance upon the wide plains. Only each five miles are noted on this road and when one has passed between two of these, the step taken hardly appears like an advance. But there is one point marked in a manner to suggest the distance which has been overcome, and the gigantic character of the work. At a point in the plain which otherwise seems as indeterminate as the position of a floating log at sea, a wide, arched sign between two strong set posts, bears this inscription: "100th meridian—247 miles from Omaha."—Here was the terminus of the road only last September. Now it is complete to a point near the 102d meridian, and the distance from Omaha is 365 miles.—Thus the work moves on, measuring its distance by the hour circles.

A FRONTIER CITY.

Crossing the North Platte, on a bridge about three thousand feet long, the train soon stopped at North Platte Station, which can probably, for a time, be regarded as a frontier town. Last Fall there was no building here. Now the Railroad Company have fine brick car-houses, there is a good hotel, where excellent fare is provided, and on the main street fronting the track are thirty-six buildings. The depot and warehouses are overflowing with stores of all kinds.

Within twenty miles of the end of the track a few of the party rode on the cow-catcher. It seemed marvelous to drive on at twenty miles an hour over rails that had only been down for ten days. But the perfection with which the work is done allows it, and makes it safe. It was exhilarating in the extreme, thus under the flags which streamed on either side, to rush over these prairies so lately bound with links of iron to the empire of the East.

Three hundred and twenty-five miles out, a construction train of eighty cars stood on a side track. It was loaded with iron, ties, spikes, and chains, in exactly such proportions as were needed. It looked the very embodiment of system, and was one key to the rapidity with which the work progresses. A little farther on stood a similar train, and next we stopped in rear of the one where the tracklayers resided. Seventy-six hours swift riding had brought us to this goal. The hills of Colorado were in plain sight. San Francisco was nearer than Boston.

The road has been a constant wonder from the start. Its depots, its car-shops, its equipment, its remarkable smoothness, its high rate of speed, its long bridges, and its well-ordered eating houses, had attracted constant attention to it as a railroad alone.

Every step trod revealed new wonders. The great achievment grew upward toward its real proportions with every throb of the engine. But all we saw was common place and natural beside the scene that awaited us where the track was being laid. If the rest had excited amazement, this new wonder took all the attributes of magic.—Fictions of the East must be re-written to match the realities of this West.

HOW THE ROAD IS BUILT.

The plain fact will reveal the magnitude of the work. There is really little known by the people of the character of the enterprise. Most think that a company of capitalists are hastily putting down a rude track; over which cars can be moved with care, for the purpose of securing lands and money from the Government. The fact is that one of the most complete roads of which the country can boast, with equipments that surpass many, is being laid with a speed that fails to impress the nation, simply because it is not believed. But let the facts tell their plain yet wonderful story.

General J. S. and D. C. Casement, of Ohio, grade the road, lay the track, and put up the telegraph. The graders go first. There are 2,000 of them. Their advance is near the Beach Hills, and their work is done to Julesburgh.

Of tie-getters and wood-choppers there are 1500. Their axes are resounding in the Black Hills over Laramie Plains, and in the passes of the Rocky Mountains. They have 100,000 ties in these hills awaiting safeguards for trains to haul them. Then follow the tie-layers carefully performing their share of the work.

Now go back twenty miles on the road and look at the immense construction trains loaded with ties and rails, and all things needed for the work.—It is like the grand reserve of an army. Six miles back are other trains of like character, these are the second line.—Next, near the terminus, and following it hour by hour, are the boarding cars and a construction train, which answer to the actual battle line. The one is the camp; the other is the ammunition used in the fight. The boarding cars are each eighty feet long. Some are fitted with berths; one is a kitchen, store room and office.

The boarding cars go in advance.—They are pushed to the extremity of the track; a construction train then runs up, unloads its material and starts back to bring another from the second line. The Loarding train is then run back till it has cleared the unloaded material.

The trucks, each drawn by two horses, ply between the track-layers and their supplies. One of these trucks takes on a load of rails, about forty, with the proper proportion of spikes and chairs; making a load when the horses are started off on a full gallop for the track-layers. On each side of these trucks are rollers to facilitate running off the iron.

The rails within reach, parties of five men stand on either side. One in the rear throws a rail upon the rollers, three in advance seize it, run out with it to the proper distance. The chairs have, meantime, been set under the last rails placed. The two men in the rear, with a single swing, force the end of the rail into the chair, and the chief of the squad calls out 'Down,' in a tone that equals the "Forward" to an army. Every thirty seconds there came that brave 'Down,' 'Down,' on either side the track. They were the pendulum beats of a mighty era; they marked the time of the march and its regulation step.

If it is asked; 'How does the work get on?' again let the facts answer.—On the 9th of May, 1866, but forty miles of road were completed. In a hundred and eighty-two working days thereafter, two hundred and forty-five additional miles were laid, and put in prime condition, every rail and tie and spike having been brought up from the rear. Seven saw mills furnish the ties and lumber. All bridges are framed, the pieces numbered, and set up where wanted without the least delay. The bridge at Loup Fork is 1,500 feet long, and as fine a Howe truss as can be found in the land. While our train was running the sixty miles from North Platte, over a mile of track had been put down, and one train passed over it. From one o'clock till four in the after noon, a mile and two hundred feet were added to this while the party was looking on.

WESTERN CAR SHOPS.

After the return of the party to Omaha, it visited the extensive shops of the railroad company at that point.

The depot grounds, upon which they are situated, contain forty acres, specially devoted to these buildings, and to passenger and freight traffic. Within five years it is estimated that the whole of this space will be needed for the business of the road.

The engine house will hold twenty-one locomotives. There are two others further west. Thirty two engines are already in use on this road, whose terminus is in the 'desert, and twenty, three more are on the way, and already wanted. Those last constructed are coal-burners. The fuel to move them is to come from the Black Hills. In a few years it is confidently expected that the iron to supply these very works will be obtained from the same point. Think of importing iron for Omaha from the West!

Passenger cars are in progress of construction equal to the best. Emigrant cars were being built, and the frames of an hundred freight cars were ready to be put together. Several traveling post-office cars are already finished.—For stations on the route the distributing boxes will be marked 'North Platte,' 'Fort Laramie,' 'Salt Lake,' 'Sacramento,' and 'San Francisco,' while the closed pouches, at no distant day, will be labeled 'China, Through' 'India, Official,' 'Sandwich Islands', 'Russian America,' and 'Japan,' And the cars are built as if the service were already secure. Every particle of work, in all the multifarious kinds demanded, shows implicit faith in a future of grand porportions for the road."

Why Masons Celebrate the 24th of June, St. John's Day.

Masonic lodges in ancient times were dedicated to King Solomon. Tradition informs us that they were thus dedicated from the building of the first temple at Jerusalem to the Babylonish captivity. From that time to the coming of the Messiah, they were dedicated to Zerubabel, the builder of the second temple—and from that time to the final destruction of the temple by Titus, in the reign of the Emperor Vespasian, they were dedicated to St. John, the Baptist.

Owing to the many massacres and disorders which attended that memorable event, Free Masonry fell very much into decay. Many of the lodges were broken up, and but few could meet with sufficient members to constitute their legality. Under these circumstances a general meeting of the craft was held in the city of Benjamin, when it was observed that the principal reason for the decline of Masonry was the want of a grand master to direct the affairs.—They therefore deputed seven of their most eminent members to wait upon St. John the Evangelist, who was at that time Bishop of Ephesus, to request him to take the office of Grand Master. He returned for an answer, though well stricken in years, (being upwards of ninety,) yet having been in the early part of his life initiated into Masonry he would take upon himself the office. He did so, and completed by his learning what St. John the Baptist had accomplished by his zeal. After his decease, the Christian Lodges were dedicated to him and St. John the Baptist, both of them being regarded as eminent Christian patrons of Masonry. Since then Masons have ever celebrated the 25th of June in commemoration of St. John the Baptist, and the 27th of December in commemoration of St. John the Evangelist.—*Flag of Our Union.*

President of Liberia.

The probably President elect of Liberia is an Ohioan. The election was held on the 7th of May, and though the result was not made known at last advices, it is believed that the Hon. Edward J. Roye had beaten his own opponents Mr. Roye was born at Newark, Ohio, February 3d, 1815, and was educated at the Ohio University at Athens. He lived in Terre Haute from 1838 to 1845. In 1846 he emigrated to Liberia. In 1849 he was elected to the House of Representatives, and chosen its Speaker. He has since served in the Senate, and in 1854 was appointed chief justice of the Supreme Court, a position which he still held at the time of the election.—He has also engaged successfully in mercantile pursuits, owning a vessel and making money.—*Cincinnati Gazette.*

A gentleman near Peoria, Illinois, has five thousand grapevines, which it is estimated will produce fifty bunches of grapes each, weighing a pound a piece.

Gold mining in Virginia is rapidly increasing. By the 1st of November seventeen mines will have been opened in Spottsylvania, Culpeper, Orange and Louisa counties.

Definition by housemaid—"My pale companion," the scrubbing brush.

What roof covers the most noisy tenant? The roof of the mouth.

A merchant's safe, like a soldier, is of little value if it can't stand fire.

"Oh, what a soft seat!" as the hat said when placed on the dandy's head.

A Young Minister Hugged Against his Will.

A most ludicrous scene transpired in a place not a thousand miles from the city of Louisville, one night last week, which, though so little annoying to the parties immediately concerned, was yet so innocent and funny that we cannot refrain from giving the general outlines, suppressing names of course.

Two sprightly and beautiful young ladies were visiting their cousin, another sprightly and beautiful young lady, who, like her guests, was of that happy age which turns everything into fun and merriment. If the truth were told we fear that we would have to record the fact that these three misses were just a little bit fast. They were fond of practical jokes, and were continually playing all sorts of mad pranks with each other. All three occupied a room on the ground floor, and cuddled up together in one bed.

Two of the young ladies attended a party on the night in question, and did not get home until half past twelve o'clock. As it was late they concluded not to disturb the household, so they quietly stepped into their room through the low open window.

In about half an hour after they had left for the party a young Methodist minister called at the house where they were staying and craved a night's lodging, which, of course, was cheerfully granted. As ministers always have the best of everything, the old lady put him to sleep in the best room, and the young lady (Fanny) who had not gone to the party was entrusted to the duty of sitting up for the absent ones and of informing them of the change of rooms. She took up her post in the parlor, and as the night was sultry, sleep overcame her and she departed on an excursion to the land of dreams.

We will now return to the young ladies who had gone into their room through the window. By the dim light of the moonbeam as they struggled through the curtains, the young ladies were enabled to descry the outlines of Fanny (as they supposed) ensconced in the middle of the bed. They saw more, to wit *a pair of boots*. The truth flashed upon them both at once. They saw it all. Fanny had set them in the room to give them a good scare. They put their heads together and determined to turn the joke on her. Presently they disrobed, and stealthily as cats they took their positions at each side of the bed. At a given sign both jumped into bed, one on each side of the unconscious parson, laughing and screaming, "Oh, what a man!" They gave the bewildered man such a promiscuous hugging and tousling as few persons are able to brag of in the course of a life time.

The noise of this proceeding awoke the old lady, who was sleeping in an adjoining room. She comprehended the situation at once, and rushing to the room she opened the door and exclaimed: "God, gals, it is a man; it is a man, sure enough!"

There was one prolonged, consolidated scream; a flash of muslin through the door and all was over.

The best thing of the joke is that the minister took the whole thing in earnest. He would listen to no apologies the lady could make for the girls. He would hear no excuse, but he solemnly folded his clerical robes around him and silently stole away.

"Wife, I am to live but a few hours at most—I shall soon be in heaven."

"You? you'll never be any nearer than you are now, you old brute! You'd look well stuck up in heaven—I think I see you now."

"Dolphus, Dolphus," hoarsely growled the old man, "bring me my cane and lets larrup the old trollup once more before I die; I can't go unless I do.

A lawyer who was pleading the cause of a little boy, took him up in his arms, and held him up to the jury, suffused in tears. This had a great effect, until the opposite lawyer asked the boy, "What makes you cry?" "He's pinching me," said the boy.

Never set yourself up for a musician just because you have got a drum in your ear; nor believe you are cut out for a school teacher merely because you have a pupil in your eye.

What is that word in the English language of one syllable which, if two letters be taken from it, becomes a word of two syllables? *Plague.*

An eloping clergyman, who decoyed away a young girl, asks for a suspension of public opinion. Public opinion would be very glad to see him suspended.

Why is a woman mending her stockings deformed Because her hands are where her feet belong.

Why ought hen houses to be built upon Shakspearian principles? Because they ought to have their egg site and their entrance.

Some thoughts can never bear fruit in action. You cannot, for instance, raise cucumbers in a frame of mind.

Why would people older than yourself make good feeding for cattle? Because they are past your age.

A modern tourist calls the Niagara river "the pride of rivers." That pride certainly has a tremendous fall.

Why do people talk about feeling doubts in their own mind? Where else could they be expected to feel them?