

NEWS OF THE WEEK.

General W. T. Sherman and L. D. Campbell, Minister to Mexico, arrived in New York on the 8th inst.

The New York Herald's Havana correspondent says that Monsieur Resignier, Maximilian's Chamberlain, arrived recently in Havana, on the Manhattan, from Mexico. His attention seems to be devoted to an inspection of untenanted houses in that city.

Gen. Muzeno, the newly appointed Captain General of Cuba, arrived at Havana on the 10th inst, to relieve Gen. Lersundi.

There seems to be no longer danger that the Fenian prisoners will be executed. Toronto papers, probably speaking by authority, say death sentences will be remitted, but that the punishment will be severe.

Typhus fever has broken out malignantly in several public institutions in New York. A number of cases have recently been removed to the fever hospital. Considerable alarm is felt, and means have been taken to prevent the spread of the disease.

The Herald's Paris correspondent says Gen. Castelnau will arrange for the retirement of the French troops from Mexico en masse, as Napoleon thinks that a march by detachments would be inconvenient. It was considered that France would be relieved of two huge incubi, Rome and Mexico, about the same time.

The Empress of Mexico, now called the Princess Charlotte, is said to be afflicted with a religious monomania, always bewailing the injuries done to the Church in Mexico, and that her case is hopeless of cure. It is said that the unfortunate lady had just attempted suicide by jumping from a window.

The ships which have been ordered for the service of removing the French troops from Mexico were ready to sail on the 7th.

The Monitor of the 7th instant says that Maximilian will remain in Mexico.

A Washington dispatch says: "From the 1st of July last there have been over 2,200 changes of postmasters in Northern and Western States alone. In Pennsylvania almost every office of the Internal Revenue service was changed previous to the election."

The official majority for Governor Saulsbury, of Delaware, is 1,516; that for Nicholson (Dem.) for Congress is 1,498. The Legislature is more than two-thirds Democratic. This State, with Maryland and Kentucky, prevents the adoption of the Constitutional amendment.

The official report of the Government agents upon the Evening Star disaster is published. As already published, they found nothing to condemn the vessel, but condemn in strong terms the lack of hands aboard the ship, and the fact that there was no carpenter on board. They recommend changes in the laws to provide further protection in these cases.

It is understood in the diplomatic circles that our relations with England are improving; the British Government has unofficially shown such a friendly spirit that it is believed the indemnity claims will be settled without an ultimatum from this side.

The Elections.

Massachusetts, Wisconsin, Michigan, New York, Missouri, Illinois and New Jersey have all gone Republican. In New York city and Brooklyn an immense vote was polled by the Democrats—having a majority of over fifty thousand in the two cities, and had it not been for the extreme Democrats in the interior of the State, and the influence of certain promises made to prominent Fenian leaders, there is no doubt but the State of New York would have been Democratic. The New York Express says:

The universal impression was that, with a majority of 45,000 for Hoffman in this city and 7,000 or 8,000 in Brooklyn, the result would be certain for the Democratic candidates. But while the voters here, representing the Conservatism, the commerce, the trade and labor of the city, with a fair share of the capital, have done well—far better, indeed, than was expected—some ma-

lign influence has worked adversely in the interior of the State.

This is charged in part to the false promises held out to certain Fenian leaders, who could not be deceived here, but who were deceived in the interior of the State. There was, also, a class of Democrats who punished themselves by refusing to vote for Hoffman or even to register their names, because the President was not quite up to their standard of Democracy. They wanted Stanton removed and Seward displaced, and, because they were not, they thought it dignified and becoming not to register, and not to vote for Hoffman. We have no patience with such logic, or such nonsense, but there are many who believe in it, as there were some who punished Hoffman by staying at home, and because they did not like one of the Democratic nominees for Congress. These, however, were among the minor causes, but the two together, small as they are in the estimation of some, fully account for the small majority given to Fenton.

In Maryland, notwithstanding the fraudulent manner in which the election was carried on by the Radical Police Commissioners, the Democrats have succeeded beyond the expectations of the most sanguine. There is a Democratic majority in both branches of the Legislature, thereby securing the election of a Democrat to the United States Senate. All the Congressmen, with the exception of one, are Democrats.

Delaware gives a Democratic majority of about two thousand.

In Missouri the most glaring outrages were committed. The registry law was the means by which many, whose qualifications were unquestionable, were deprived of the right to vote. In wards and districts where the Radicals were in the ascendancy the voting was carried on without delay or hindrance. But where the Democrats were in the majority, so much time was consumed in examining the records that hundreds and thousands, tiring of waiting went to their homes, disgusted, without voting. In some places the polls were kept open until after night.

The East and West—the way Taxation Works.

We have heard it said by persons intimately acquainted with the workings of our system of excise taxation, that such are its effects that practically no honest man can expect to carry on, profitably, any of the heavily taxed branches of manufacture. The temptation to fraud is so great that there will always be enough of those who have little to lose, either in money or character, to evade the law, and thereby keep the prices of the manufactured article below the rates that are required in order to afford a legitimate return.

We will give an example of the facts of which we have been made acquainted by parties concerned. There is in this city a firm a particular and very common branch of manufacture: a branch in which there are several millions of dollars of the capital of our fellow-citizens invested. The operations of the firm are managed by men of experience and integrity. There is capital enough in it to enable the managers to take the utmost advantage of all the processes for manufacturing cheaply, and of all the favorable phases in the market. They have neither been compelled to borrow money, nor to make sacrifices to meet liabilities. The profits of the concern—exclusive of taxes—during the last year, have been about twenty-five thousand dollars. The profits, inclusive of taxes, nothing. In short the proprietors have paid the net proceeds of their year's business in taxes to the Government. In their opinion every man, in the same branch of business in the city—and there is a multitude of them—who has conducted his affairs honestly, is in the same predicament. The year's trade, the year's labor, the year's use of many thousands of actual capital, every dollar of it has been swept in by the tax-gatherer.

The manufacture to which we have alluded above is neither that of whisky nor tobacco. It is not exclusively a Western manufacture, though somewhat peculiarly so: the cities of the West, and Cincinnati in particular, having gone into it to enjoy the profits of working up a raw material which is more abundant here than elsewhere. In respect to whisky and tobacco manufacture—which is also the working up of natural products somewhat peculiarly of our own section—the same rule will apply: no man can expect to carry them on at once honestly and profitably. We may allude here to the bearings of these taxes upon agriculture. Corn is the great staple of the West—particularly of Ohio, Indiana and Illinois. Corn is bulky, and, in proportion to its price, costly of transportation. It was once a prime source of profit to the farmer that he could sell his corn to a neighboring distiller. Reduced to a moderate compass by the process of distillation, the cost of freightage was comparatively small—the benefit of which inured to the producer. Under the present laws, every bushel of corn distilled into whisky or alcohol pays six dollars in taxes to the Government—six dollars! The effect of this is that men of integrity and capital have stopped operations in their distilleries; and the farmer has closed

against him his surest and most convenient market. The corn goes to the East to be eaten up in transportation and commissions; and the East has the advantage, nearly all the time, of an over supply and corresponding prices. In the meantime, the country is scandalized and demoralized by continual frauds practiced upon the revenue, which hordes of officers are employed to detect and expose.

While this is going on, the banks of the country, which add nothing to its wealth, and whose accommodations are mostly devoted not to the facilitation of regular trade but of speculation, are declaring dividends of twenty, thirty and forty per cent. In fact, the economical condition of the country seems profitable in proportion to its uselessness for any purpose but to enrich its proprietors.

Here is any thing but protection, either to the Western agricultural or the Western mechanical producer. Taxes which close his best market to the one, and eat up the profits of the well-conducted establishments of the other, do not protect. It is thought in some quarters to be very wrong to allude to the East in connection with the West; and the suggestion that the country is governed for the benefit of New England has been accounted savoring of treasonable disunion. But we have the authority of that unimpeachably loyal journal for the remark that the present tariff "is evidently not for revenue but protection." Who does it protect? It protects, by a tax of ten cents a yard on the foreign article, every yard of calico manufactured in Lowell and Providence. The manufacturers of Massachusetts, Rhode Island and Connecticut are dividing ten per cent. semi-annually among their stockholders. The profits of Eastern manufactures may be judged from the increase in quantity and value of their productions. Says the Secretary of State of Massachusetts, in his abstract of the Industrial Statistics of that State:—"The last decade exhibits an increase of seventy-two per cent., while the population during the same period only increased three per cent." A comparison, in a few articles, of the capital invested and the annual value of the articles produced during the ten years which preceded 1855, with the ten years which succeeded that date, will give an idea of the encouragement which our wise and beneficent Government has afforded to the industry of New England:

Table with 3 columns: Item, 1855 Value, 1855 Capital. Rows: Cotton, Calico & Delaine; Woolen; Clothing.

These are facts which it becomes our fellow-citizens to ponder upon. It is right they should understand whose industry is encouraged and whose discouraged. We have not yet given up the idea that a Government which does not press equally upon all sections of the country, and all kinds of industry, is unjust, and ought either to be abolished or reformed. Every vote which our fellow-citizens have given to keep the present party in power, has been given also to perpetuate the present inequality. Are they content with what they have done.—[Cincinnati Enquirer.]

Good Coming out of Evil.

The New York World says: "Next to the popularity of our candidate and the righteousness of our cause, we have to thank the Registry Law for the immense Democratic gains in this city and Brooklyn. Passed by the Radicals to cut down the Democratic vote unfairly, it has awakened so much indignation and opposition that our citizens went out of their way to cast their ballots. If the Registry Law was applied to the whole State Hoffman's majorities would have been counted by tens of thousands."

Letter from Col. Lynch the Condemned Fenian Prisoner.

The following letter, written by the condemned Fenian prisoner Lynch, is published in the Toronto Leader:

MILITARY PRISON, TORONTO, NOV. 8. To the Editor of the Leader:

You would much oblige the undersigned by correcting a false statement made in the issue of the 7th inst., in an article headed "Fenians," with reference to myself and family. The undersigned is the son of the late Thomas Lynch, of Headford, County Galway. My father was never in the British Army, but a private country gentleman, and a younger branch of the Lynches of Ballymen Castle, County Mayo, my uncle, the late Capt. Peter Lynch, of Ballymen, being the first High Sheriff of County Mayo by the Emancipation Act. My mother was neither English nor Protestant, but, thank God! Catholic and Irish. I have no brother in the British service, and but one now living, who has resided for the last twenty years in Milwaukee, Wis., United States, so that, instead of my father and mother being adherents of the Church of England, which I have no doubt would have been of much service to me at the trial, I have the honor to belong to one of the oldest Catholic families in the West of Ireland, and one of the twelve tribes of the ancient city of Galway. Respectfully,

ROBERT B. LYNCH.

Counterfeit two dollar green backs are said to have made their appearance. They are pretty well executed on the face; but the back is rough and too light colored, and they are easily detected.

[From the Nashville Dispatch.]

Daring Outrage—Another Train Robbed on the Nashville Railroad—Three Cars Thrown from the Track and Burned—Passengers Pillaged and Express Treasures Burned.

We are again called upon to chronicle the daring and reckless exploits of a band of thieves and outlaws, whose operations on the Louisville and Nashville Railroad during the last few months have been the source of grievous annoyance and heavy losses, not only to the Company, but to private individuals. In the midst of peace, we are experiencing again the atrocious excesses of the guerilla days of the war. Trains are thrown from the track, the lives of unoffending men and helpless women and children are perilled with the same atrocious abandon, and the property of the victims pillaged with equal banditti cruelty as during the last year of the war. That some extraordinary efforts should be made to apprehend these villains and bring them to justice must be manifest to every one. We give below the particulars of the daring outrage of Thursday morning:

It was a little after two o'clock yesterday morning that the train from Louisville to Nashville, due here at 3:30 A. M., was speeding at a rapid rate through the wild, lonely country, about five miles from the little town of Franklin, and a trifle over fifty miles from this city. Suddenly the watchful eye of the engineer, Jim Stewart, discovered an obstruction ahead on the track. To whistle down brakes and reverse the engine was but the work of an instant. On sped the train, however, and ere its momentum was half reduced, the engine plunged into a pile of cross-ties and rails which had been placed upon the track by the band of demons in human shape, who waited coolly by to commence the work of pillage and plunder. There was a wild crash of breaking iron, and the locomotive leaping from the track and followed by the express car, shot down the forty foot embankment, making two complete turns, and finally stopping with its head pointing directly back to Louisville. The baggage car followed the express car partly down the embankment and butting back into the smoking car, which likewise plunged to one side from the rail, left the ladies' car and sleeping car on the track. There was about one hundred passengers on board the train, among them six ladies and a number of children, all asleep or dozing in the weariness of night travel, but the first shock aroused them in an instant to disagreeable consciousness. The firing of a volley from the party of banditti outside intimidated to every one the cause of their sudden stoppage and the probable fate before them.

The robbers had selected a point where the road runs through a dreary and almost uninhabited country, with thick woods on each side, and piling upon the track a mass of rails and cross-ties, they sent three or four men a short distance back with other obstructions on hand to throw across in case the engineer should be able to bring his train to a halt before colliding with the mass ahead, and by putting the train back escape their clutches. These having performed their work, rendered unnecessary, however, by the train running from the track, joined their companions at the wreck, and the work of pillage commenced. The party consisted of ten or twelve men, roughly dressed, armed with navy revolvers, and with their faces blackened after the most approved style of the burnt-cork artists. Sentinels were placed at the ends of the cars, and the remainder went through the coaches, demanding the money and watches of the passengers. The modus operandi was as follows: The passengers in the sleeping car were aroused and marched into the next car, being searched at the entrance. After the car had been vacated, the villains commenced a systematic search for secreted money and valuables, but were stopped by the burning of the express car, which, in the meantime, had caught fire, and by this time was sending up lurid flames, lighting up the surrounding prospect with a ruddy glare. Fearful of losing the chief booty, for which they had dared to jeopardize scores of lives, after a hurried search of the passengers, the robbers sprang to the express car to secure the money safe, but it was too late. The fire had already wrapped the treasure box in its embrace, and the contents were speedily burned to cinders with the entire lading of the car, which consisted in part of through packages from New York, Cincinnati and other points.

From the express car the fire was communicated to the baggage car, from which meanwhile the baggage master and mail agent had thrown the baggage and mail-bags, and it, together with the smoking car, were reduced to ashes. The robbers, fearing, doubtless, to remain longer at the train, collected such light baggage as they could carry and, about a half an hour after the train was thrown from the track, disappeared in the woods, leaving the disappointed travelers to enjoy the spectacle of a burning train and talk over among themselves the incidents of the morning.

Immediately after the departure of the banditti, Charles Rice, the conductor, set out for Franklin to secure assistance.

About four o'clock the conductor returned to the wreck, having found a locomotive and several cars at Franklin belonging to the special train of Mike Lipman's Circus, on its way to this city.

The engine hitched to the two cars left standing on the track, and, taking on board the passengers, baggage, mail, &c., came on to this city, arriving here at twelve M.

The Louisville and Nashville Railroad Company loss by this affair as follows: Damage to new locomotive, \$10,000; three cars burned, \$5,000.

The loss to the Adams' Express Company can not yet be ascertained, but it will not probably be more than \$10,000 or \$12,000.

Thanksgiving—Proclamation by Governor Cox.

COLUMBUS, Nov. 5.—Gov. Cox has issued the following thanksgiving proclamation:

The year which is nearing its close has been filled with blessings from the hand of God. Freedom, peace, prosperity and health have been given us, and threatened ills have been turned away, or have only been suffered to touch us so lightly as to quicken our sense of the happiness of our lot as a people. Therefore, in accordance with the good custom of our fathers, I do appoint Thursday, the twenty-ninth day of November, inst., as the annual day of thanksgiving and praise to God our Heavenly Father for all the manifold mercies and abundant goodness with which He has crowned the year, and recommend that usual business be laid aside upon that day, and that it be kept throughout the State with grateful worship, as a holy feast.

In testimony whereof I have hereunto set my hand and fixed the great seal of the State of Ohio, this fifth day of November, in the year of our Lord one thousand eight hundred and sixty-six, and of the Independence of the United States of America the ninety-first.

[Signed] J. D. COX, Governor of Ohio.

By the Governor: WM. HENRY SMITH, Secretary of State.

Gloomy Picture.

The cotton mills of Lancaster, England, having adopted "short time," Mr. J. Fox Turner issued a circular on the cotton prospect, in which he says:

If the American supply be only 2,000,000 events will force short time upon the manufacturer without waiting for its prescription, for it is clear from the above figures that we are working up our cotton supply on far too liberal a scale, instead of nursing it carefully until we see clearly before us the certainty of an adequate supply. If, peradventure, a killing frost should come early, or the labor question provoke new difficulties, or the President's attitude toward Congress induce political complications adverse to a regular cotton trade—as it would be, of course, to all other trades—and the yield of the season 1866-7 from the United States should fall below 2,000,000 bales, can it be doubted that we should again have inflated cotton prices? Yet, will any one pretend to say that such contingencies are beyond the range of probability, or that with such contingencies on the cards the future supply of cotton can be called unusually promising?

If this be so, what will be the "situation" when it shall turn out that the American supply will not be more than half a million? LADIES SHOULD READ NEWSPAPERS.—It is a great mistake in female education to keep a young lady's time and attention devoted to the fashionable literature of the day. If you would qualify her for conversation, you must give her something to talk about—give her education with this actual world, and its transpiring events. Urge her to read the newspapers, and become familiar with the present character and improvements of our race. History is of some importance; but the past world is dead, and we have nothing to do with it. Our thoughts and our concerns should be for the present world, to know what it is, and improve the condition of it. Let her have an intelligent opinion and be able to sustain a conversation concerning the mental, moral, political and religious improvements of our times.

JOHN B. ADAIR. A. A. ADAIR.

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