Perrysburg Journal.

FRIDAY, - - - - MAY 23, 1879.

JAMES TIMMONS, Editor.

Republican State Convent'n

COLUMBUS, O., March 10 1879.

By direction of the State Central Committee the next Republican State Convention will be held in the City of Cincinnati,

Wednesday, May 28th, 1879.

The Convention will nominate candidates for

Governor,
Lieutenant Governor,
Supreme Judge,
Attorney General,
Auditor of State,
Treasurer of State,
Member of the Board of Public Works.

We recommend that efforts be made to secure a large attendance at the meetings to appoint delegates, so that the people shall be fairly represented in the State Convention, and that as far as possible the County Central Committees be appointed at the same time that delegates to the State Convention are chosen, if they have not been appointed before.

The basis of representation in the Convention will be one delegate for every Five Hundred Votes cast for Milton Barnes for Secretary of State in 1878, and one additional delegate for any fraction of two hundred and fifty votes and upwards in each county.

The following table shows the vote cast for Milton Barnes for Secretary of State in 1878, and the number of delegates to which each county will be entitled, in the 7th District, viz:

Counties.	Votes for Barnes.	Delegates.
Lucas	3.294	7
Wood	2 901	6
Ottawa	739	2
Sandusky	1.912	4
Hancock	2,363	5

By order of the Committee.

J. S. ROBINSON,
Chairman Republican State Ex. Com.

Wood County Delegate Convention.

The Wood County Republican Convention, to select delegates to the State Convention, assembled at the Court House, Bowling Green, yesterday and organized by selecting E. A. HIGGINS, Chairman, and ABEL COMSTOCK, Secretary.

Owing to the busy time with the farmers the attendance was small.

There being no dissenting voice no regular delegates were selected, but on motion all Republicans present at the State Convention from Wood county were instructed to cast the six votes of the county. While no instructions were given it was the opinion of all present that the wishes of the Republicans of the county would be expressed by the support of CHARLES FOSTER for Governor.

After some discussion regarding the reorganization of the County Central Committee, the matter was laid on the table and Convention adjourned.

CHARLEY FOSTER stock is rising in the Northwest, and now commands a premium.

Gen. SHERMAN and his wife will hereafter live permanently in Washington. They have leased the residence on Fifteenth street, just vacated by Admiral ALMY.

It is the disinterested opinion of the New York *Tribune* that the irrepressible yearning of the Democracy to have at least one first-class blunder on hand all the time is what prompts this rush toward lethal silver legislation.

"We Have Captured the Capitol," "Zach Chandler Gives the Confederates Some Facts," and "The Southern Heart Fired Again," are the titles of three articles on the first page that should be read by Democrats as well as Republicans.

One day we read: "The Democrats immediately upon adjournment held a caucus," and the next day we read: "The Democrats will hold a caucus." As the people foot the bills—about $12,000 per day—it may be that they prolong this fun indefinitely. Yet it may be that the people will cease to accept such costly entertainments as amusement.

It would be almost impossible for us to present the claims of all the candidates for the several positions on the State ticket. Let them all have a fair showing at the Canvention, but see to it that the best and strongest men are placed upon the ticket. The strife to get upon the ticket is one of the strongest evidences we have of the abiding faith in the success of the ticket.

The prompt and vigorous measures taken to prevent invasion of the Indian Territory, is as creditable to the Government as the invasion is disgraceful to those engaged in it. There is just as good land elsewhere, and plenty of it. This Territory is not only secured by treaty but by title to the Indians, and the Government is in duty bound to protect them in this right.

A strike, unprecedented in extent, is threatened in England. A London dispatch announces that 120,000 colliers were present at a meeting held Monday at Barnsley, and decided that if a demand for ten per cent. increase of pay should be refused by their employers, work would be stopped throughout the country. The consequences of such a general strike can not but be very serious.

An effort is making in the Louisiana Constitutional Convention to reduce the rate of taxation to five mills on the dollar—so low that the annual receipts will hardly pay the running expenses of the State Government, exclusive of interest charges. The New Orleans *Times* says "this means repudiation." To a man up a tree, it certainly looks very much like repudiation.

The Chicago *Times* offers this solution of the difficulty at Washington: "The confederated politicians in Washington consider the President's veto message insulting to the House. The proper thing, therefore, according to the code, is for the House to write the President to name some place outside the District of Columbia, where a communication will reach him. The gallant Col. Lowe, of Alabama, will doubtless be glad to represent the House in settling this affair of 'honah.'"

If the fire-spitting editor of the *Okolona States* is known in Mississippi as a traitor hired by Yankee gold to betray the Confederates, and ruin the Confederate cause, how does it happen that the Mississippi people do not throw him into a cell and shoot him to death with shot guns as they shot Judge Chislom and Judge Chislom's daughter and Judge Chislom's little boy? This is the seasonable conundrum that the Cleveland *Herald* aims at the Southern gentlemen who are trying to deny that the Mississippi editor is a sample Mississippi Democrat.

The county commissioners of Allen county, Ind., have offered a reward of $700 for the murderer of A. M. Webb, Esq., late of Ft. Wayne. The murderer is described as follows: Five feet seven inches in height; age about 30 or 35 years; dark sandy chin whiskers about two or three inches in length; wore a round top, low crown, stiff, black hat; light brown or ash colored coat and vest, dark pants, white shirt and collar. His partner is a younger man, about five feet, six or seven inches high; smooth face; wore dark clothes; black slouch hat. The men are well dressed and are not tramps, but are supposed to be professional horse thieves and desperate characters.

Congress contains ten editors, seven doctors and two clergymen; these are compelled, not as a matter of choice, but of necessity to associate with 211 lawyers.

The Ohio Teacher's Association will hold their 30th Annual Meeting at Cleveland on the 1st, 2d and 3d of July. Reductions in railroad fares and hotel rates have been secured.

The National Greenback Convention, to select delegates to represent Wood county at the State Convention to be held at Columbus June 4th, (apparently a kind of side show for the Democratic Convention) will be held at Bowling Green to morrow, at 1 P. M.

F. A. BALDWIN, Chairman of the Wood County Democratic Central Committee, gives notice through the Bowling Green *Democrat* that all Democrats present at their State Convention at Columbus, June 4th, are entitled to cast the vote of the county.

Cincinnati has her local committee cooperating with the Republican State Central Committee and everything is in apple pie order for the comfort of delegates and guests to the Republican State Convention next Wednesday. The local committee will accept our thanks for a ticket admitting us to the stage of Music Hall on this occasion.

The Brigadiers and their Democratic allies are perfectly bewildered. Having failed in their initial scheme at Revolution, they are now morose, sullen and totally discouraged. President HAYES and his party friends in both Houses hold the situation. Dishonorable defeat awaits every movement of the Democrats. They are compelled to back out of and abandon revolution.

The first payment at Washington under the Arrears of Pension Law was $4,625, to General ROBERT C. SCHENCK, for a wound in the hand, received during the war. Being a General officer he was entitled to $30 a month, and by reason of not having applied until quite recently, he received this large sum under the Arrears of Pension Act. The lowest paid so far is $190, and the average is $850.

The Cincinnati *Gazette* very properly calls attention to the importance of selecting a good and efficient man for Auditor of State, from the fact that extra ability, judgement and efficiency will be required in the ensuing term of that office in the reappraisement of real estate, &c. This should be sufficient grounds for the friends of JOHN PAUL JONES to urge his claims upon the convent on.

The *Sentinel*, in a feeble attempt to make a point against the JOURNAL, accuses us of recommending the appointment of a Democrat as a member of the County Board of School Examiners. This is the first intimation we have had of it being a political office. In fact we did not think about Mr. A. C. RUSSELL'S political complex on, and don't know now to what political faith he belongs.

The Lake Erie & Louisville Railway has been purchased by the Lafayette, Muncie & Bloomington Railway Company, and the details for the transfer of management are now being arranged. The new company will, as soon as they assume control, extend the line of road from Celina, Ohio, to Muncie, Ind., and probably from Fremont to some point on Lake Erie, which will give a continuous line, under one management, from Lake Erie to Bloomington, Ill., with first-class Western and Eastern connections.

We had hoped after the Spring election was over that peace, white-winged peace, might reign supreme for a time on the School Board question, but it seems that the Perrysburg End of the *Sentinel* is too prolific in imagination and vindictiveness to allow a realization of any such hope. If newspaper versions had any influence upon the Supreme Court, there might be some excuse for the efforts made in this direction, but it only serves to stir up local strife which is usually regarded as detrimental to the interests of the community. From experience in the past six months it would seem that something might have been learned, but it appears that a little more schooling is necessary. We regret to see the *Bee* lend its aid by copying the article sent from this place to the *Sentinel* and crediting the same to that paper, when it was conversant with the origin and OUGHT to know that anything but pleasant results must follow the agging on of that strife.

EVERS says: "No 72 jurymen in ours." But he had three *courts* in his which was quite equal to the 72.

He further says, "We never object to paying an honest debt *once*, but we dislike to do it a *second* time." By this he wishes to be understood that he has been wronged; if he has, did it ever occur to him that others may have been wronged by a jury as well as he by a court? Did it ever occur to him that his course of conduct in a certain direction, was prompted by a mean and maligant spirit, without any excuse therefor save his unwarranted suspicions?

When assured that he was in error, he still persisted in doing wrong, because, being the conductor of a newspaper, he believed himself a "bigger man than old Grant" and that he could give loose rein to his perverse nature and injure others with impunity. The great misfortune of some men is, to over-rate themselves.

The Sleeping-Car Question.

We publish in another column a discussion by the *Railway Age* of the Sleeping-car fare question, not wholly as an indorsement of its views, but for the practical information and thoughts contained therein which may lead to a better understanding of the question. We must confess that from reading the article over the second time we are led to view the question in a somewhat different light from that in which it has heretofore been presented to us. We have paid $2 for a nights rest in a Palace car, and we could not down the thought that it was absorbing the wages of a day to get a nights' rest, without leaving a coupon to clip off for a breakfast or a dinner. Again we have rode all night in a car without the Palace attachment, and after we had packed and repacked in every conceivable form six feet in the space of three, and had turned around as often as the canine in the vain endeavor to find out which end of the bed contained the pillow before lying down, we usually felt at the end of the ten or twelve hours that we had spent more than $2 in a jamboree during the night. It is a perplexing question from any stand, lay down, stretched out or curled up point from which it may be viewed, and nothing, probably, but a practical experiment at a dollar for a nights' lodging in a sleeping car will wholly remove from the mind of the man in modera e means who wishes to enjoy all the comforts of this life equally with the wealthy, and fully convince him that it would not be money in the till of the Palace Car Company as well as money in his own pocket. We don't believe, however, that the company should be forced to test this experiment by legislation. We have already too much legislation of this nature, which only tends to drive capital from investing in that which gives employment to the needy.

SLEEPING-CAR FARES.

Cost of Operating Pullman's Palace Cars.

The tendency so strongly developed in this country of late years to limit railway charges for freight and passenger fares by State legislation is now inclining some of our law-makers to a still more doubtful exercise of authority, indicated in the introduction, in several States, of bills reducing by one-quarter or one-half the present charges for sleeping car accommodations. There is no doubt that laws compelling sleeping-car owners to furnish berths for 25 or 50 cents each would be "popular," as all legislation against that peculiarly heinous crime known as "capital" is with the unthinking masses; but we do not believe that the intelligent and honorable men forming the majority of the members of Legislatures intend to pass unjust or oppressive laws, the object of which is to take one mans property and give it to another, simply because the other man wants it; and we believe that it will require but a moment's intelligent reflection to show that the movement contemplated by these bills is neither warranted by justice nor honesty, nor as a matter of policy.

The splendid sleeping car system of American railways is one of their greatest contributions to the comfort and safety of the traveling public. It affords accommodations vastly superior to those offered in any other country, and is the object of ceaseless admiration and praise on the part of foreigners traveling over our long lines of communication. It is but a few years since the first sleeping-car—a rude adaptation of the ordinary coach—was attempted; and it is much more recently that the necessity of frequent changes of cars by day and night in a journey over several roads, was obviated by the establishment of continuous sleeping-car lines, by means of which not only the hurried businessman, but solitary women, children, and invalids, are conveyed in a luxurious car half way across the continent without a change, and with astonishing ease and freedom from anxiety.

We believe every candid traveler will admit that there is no expense of his journey which he pays so willingly, and with such a feeling of receiving an equivalent, as that of his sleeping and drawing-room car accommodations. He does not often, however, stop to consider what an outlay of money, skill, and executive ability is required to provide him with his exclusive privileges. The car in which he rides cost twice as much as a residence of the better class; trained servants prepare his easy couch and minister to his call; the most perfect and expensive appliances for heating, lighting, ventilation, and the toilet minister to his health and enjoyment, and the great strength of frame-work and increased weight—the best sleeping-cars weigh from two to four tons more than the ordinary coaches, necessitating, of course, greater expense in moving them—cause a delightful steadiness of motion, and greatly diminish the danger in case of accident. In the ordinary car the passenger takes his chances of a seat when he enters. In the sleeping car he is the absolute owner, for the journey, of a certain selected portion, the purchase of but one berth entitling him to a whole seat, or twice the space belonging to him in the day car. The possession of that berth means that the railway company must draw about 1,200 pounds of dead weight for him individually in excess of the average dead weight per passenger in a day car. This is on the supposition that every berth is occupied, but, as a matter of fact the whole twenty-six or twenty-eight tons of the car are often hauled for the accommodation of half a dozen persons, or even a less number. Secure in the possession of his berth, section, state-room, or drawing-room, the favored passenger can sleep, sit, read, write, eat, converse, or, comfortably stretched out, gaze through the wide plate-glass windows at the flying landscape. The wealth of a railway bondholder can not give greater luxury or privacy in traveling than the poorest man can command for $2 for a journey of hundreds of miles. Is there any need for further State laws in behalf of this favored traveler?

Looking on the side of the sleeping-car owners, would any further restrictive legislation be just, or have even the semblance of justice? A large amount of money is invested in this public service. The Pullman Company, for instance, represents a cash outlay of about $12,000,000, and yet, this great venture pays only 8 per cent. dividends, and its shares are quoted at 80 cents on the dollar. This cash investment includes the large works in Detroit, employing some 700 men mainly in repairing the cars. Enormous as is the outlay for the cars themselves—appropriately termed "palaces,"—the continuous outlay for maintaining the cars and their furnishings,—the rich seat coverings, the mattresses, linen curtains, towels, soap, brushes, combs, and the many articles, large and small, that make up the furniture of a well regulated palace car, is much beyond the popular estimate. The annual average cost of operating a Pullman car, including its repairs, together with maintenance of upholstery, bedding, and equipments, and pay of employes, is about $4,000. The average number of trips per annum, including the whole number of cars run by the Pullman Company is 195. To earn the mere cost of maintaining and running, without any return to the owners, the number of berths sold must average seven per night. And yet who has not seen a long train of these palaces starting out with the greater part of the seats vacant, each car with a seperate destination? For it will not do to concentrate the passengers in one or two cars and require them to change at the several junctions. Each important city must have its "through cars," and they must run with unfailing regularity, full or empty. It must be remembered, too, that the Company must own a large number of cars to meet the demand in the season of heavy travel, which have to be laid up in the winter.

One very heavy item of expense is the car service. In addition to the conductor and porter of each car many other employes are required in the general conduct of business. The Pullman Company—we refer to it as its organization is the most systematic and facts in regard to it are most readily obtainable—has a thoroughly military system of inspectors, who are constantly moving over the 30,000 miles of lines upon which the 600 cars of the Company run, noting the efficiency and deportment of every conductor and porter, marking his conduct according to a certain scale of excellence, and making formal report to their immediate chiefs. The admirable discipline of this service is not the result of luck; it comes from a thorough system requiring the exercise of constant watchfulness and a higher order of executive ability—a system whose ramifications extend over a network of connecting lines from Halifax to Houston, from the sea coast to St. Paul.

The splendid courage of capital that has risked millions in establishing this intricate business, the risks of which are greatly increased by the fact that the contracts are made with many different roads for a definite period in each case, and may suddenly cease, and by the perishable nature of the property and its exposure to destruction by accident in various forms; the far-sighted enterprise that is constantly increasing the cost and completeness of appointments,—that is all the time experimenting with new devices to add to the traveler's comfort, and that not only keeps pace with public demand, but in advance of it, and at frequent intervals brings out a new marvel of luxury ahead of all that preceded it.—all these contributions of money and genius to the public are fairly entitled to handsome reward. Common gratitude would prompt the recipients not to grudge even a splendid return on the investment. Certainly when the actual return is no more than that received by men who loan their money on the safest real estate security and take no risks and contribute nothing whatever to human happiness, i would be a gross injustice for the law to step in and seize the profits of the enterprise, moderate as they are, merely because the honest farmer had rather pay a dollar than two dollars for a berth in a sleeping car when he astonishes himself with an annual journey to the city. The law does not compel the honest but frugal agriculturist to ride in a palace car. The day coach wherein he can ride and save his cherished two dollars, offers comforts and luxuries for two or three cents per mile as vastly superior to the stage-coach in which his father used to drag wearily along at the cost of 10 cents a mile, as the stage-coach was superior to the ox-team. The palace car is a luxury offered to those who choose to pay a moderate price for it, but forced upon nobody. The law has no more right to seize that luxury and give it to the poor man who wants it for nothing, than it has to seize the rich man's house and present it to the impecunious politian.

By waiving for the moment the question of justice to the stockholders of sleeping-car companies—in the Pullman Company they number some fifteen hundred persons—it would be poor policy for the law to cut down the charges to an unprofitable basis. Men will not furnish the money to build and run palace cars merely for the fun of it. While the public are not required to ride in these cars, neither are the companies required to furnish them, and they will not do it at a loss. "Poor pay, poor preach." Cut down the rates at which these splendid cars can be run, and cheap cars with hard bunks, tier upon tier, would take their place. Then what a mourning there would be for the return of the happy days of palace-cars! It is far easier to pull down than to build up. It has taken the toil and study of years and the expenditure of millions to establish the magnificent system of sleeping cars, of which the country is so justly proud. Short-sighted and foolish beyond compare would those law makers be who, to pander to popular selfishness and stupid prejudice against corporations, should at empt to destroy it.

To show how the question of what constitutes reasonable rates is utterly ignored by some of the proposed legislation respecting sleeping-cars, we quote the rates demanded in the bill of George E. White, now before the Illinois Legislature, and compare them with the present rates upon which the sleeping car companies barely earn interest on their money—on many lines not even that. It is to be noticed that the rates named in the bill are for "*twenty-four hours* or less," while the present sleeping car charge is generally $2 for a night, or about twelve hours, and a dollar or so for the privileges of the car during the day-time. The present and proposed rates would compare as follows:

	Present rate.	Proposed rate.	Proposed reduction.
For 24 hours.			
Berth	$3 00	$1.00	66⅔ per cent.
Section	6.00	1.50	75 "
State-room (4 berths).	8.00	2 00	75 per cent.

Such a reduction would be simply confiscation. It would compel the sleeping-car owners either to run their palace at a heavy loss or to stop running them. There is no fear that such hare-brained legislation will pass.

The *Railway Age* has no interest in sleeping car companies, except that of the public generally, but as a representative of the railway interest it does strongly oppose a freak of popular selfishness and prejudice looking toward depriving that interest of one of its chief attractions to travelers—the through palace car, night and day, service.

Inasmuch as the question of sleeping-car charges is now somewhat prominent in the public mind, and similar bills have been introduced in other States, it would seem eminently proper for the Legislature of Illinois to appoint a committee to make a thorough investigation of the whole subject, and report the facts, so that no hasty legislation should be had, but that every member should first have the information necessary to intelligent action on this subject involving so many and vast interests.—*Railway Age.*

OUR WASHINGTON LETTER

WASHINGTON, D. C., May 16, 1879.

Senator Windom has taken up the cudgels, dropped by Conkling, Blaine, Edmunds and others last week, and is vigorously laying them on the smarting backs of the rebels this week. His speech on Monday was a scathing review of their disloyal designs, and an exposure of their sham pretenses. He showed by indisputable evidence that the North and the Republican party had done all they could to avert the war, even offering to protect the "rights" of slavery in the name of peace. But it was all in vain, as the men whom the Confederate Senators call "Union Secessionists" were determined to go out of the Union or rule it. He ridiculed the idea of any true union sentiment among men who still hold that they did right in going with their States instead of with the Union, and clearly demonstrated that the political legislation the Democrats are attempting in appropriation bills is but another name for State rights rebellion. It was a device to accomplish what war had failed to give the enemies of the nation. Senator Windom's speech is pronounced as one of the best yet delivered in the Senate, and that is saying a good deal, for never was debate carried on so ably as this has been by the many eminent Republican Senators.

Yesterday, Wade Hampton attempted to deny and explain away assertions of Senator Windom that he (Hampton) had boldly declared that the mission of the Democratic party was to nullify the constitutional amendments made necessary by the war. Senator Windom caught him securely. He read from a printed speech of Hampton these words: "That was my plank in the platform. I wanted nothing else, for when the great Democratic party had pledged themselves to that, when they had declared that these acts (the amendments) were unconstitutional, revolutionary and void, I was willing to wait in patience until that party would be triumphant and apply the remedy in their own good time." This was a very plain endorsement of a certain revolutionary Democratic platform, and all Hampton could say was that he "couldn't recollect," but he might have endorsed the language without going to the extent they seemed to imply. This was so humiliating a position for the hero of fraud and violence that his Democratic friends got very nervous and he got very red in the face under their frowns. Mr. Windom said triumphantly, "this is all I want," and took his seat amid the smiles and plaudits of all who enjoyed the discomfiture of his Confederate antagonist.

The report of Commissioner Raum as to the matter of illicit distilling makes a very bad showing for the Confederate States. In fact, it shows that almost all the crime the fraud and violence involved in this illegal business are confined to the lately rebellious States, where the Brigadiers report there is much loyalty and unionism prevalent. Here is a summary of this report:

Amount expended for special deputies for suppressing illicit distillation	$109,135.53
Number of illicit stills seized in Southern States	2,483
Number of illicit stills seized in all other States	153
Number of persons arrested in South'n States for illicit dist'lg	5,281
No. persons arrested in all other States for illicit distilling	171
Number of persons killed in suppressing illicit distillation	19
Number wounded	35

The report concludes as follows: Two important facts remain to be stated: 1. A very serious embarrassment to the enforcement of the laws of the United States has resulted from the institution of numerous unjust criminal prosecutions in the State Courts against officers of the U. S. by violators of the internal revenue laws and their friends. 2. The State officers and State Courts, while often invoked to arrest or indict persons guilty of assaulting or murdering United States officers."

This is truly deplorable evidence against a section which is laboring still further to cripple the Federal Government in the interest of the new rebellion. LEO.

Defiance *Express:* John Paul Jones' prospects for receiving the nomination on the Republican ticket, for State Auditor, grow better the nearer the time approaches for holding the convention. Mr. Jones is well qualified, in every way, to fill the position, and if nominated, which he undoubtedly will be, he will give a strength to the ticket which no other man can who has yet been mentioned for that position.

The Bowling Green *Reporter* urges the people of Wood county to enter a protest against the "wasteful and extravagant" expenditure of their money. That is all good enough, but there is often a question as to what constitutes the wasteful and extravagant expenditure of money.—*Toledo Commercial.*

The payment of three thousand dollars to a broker to negotiate sixty thousand dollars worth of bonds, in violation of law, and in face of the fact that the bonds could have been sold at a small premium, will not admit of any question of doubt in this case.

A political friend of Troup's and ours, has asked us if we would support the blonde in case the Republican convention should nominate him for Prosecuting Attorney. Most assuredly we would. The *Sentinel* does not go back on the regularly nominated Republican ticket, although there are supposable cases where the necessity would be the next alternative to a decent suicide by shot gun. Troup would not make a bad Prosecutor. We hope our friend is satisfied as to our status in the matter.—*Sentinel.*

When we take into consideration that it is more than probable that no friend of either ever said a word to EVERS on this subject, and that Mr. TROUP has said nor done anything in the matter himself to call for such remarks, it would seem to be a voluntary letting down on the part of EVERS who has heretofore treated Mr. TROUP as a tail to and only kept afloat by Mr. COOK'S kite.

GREEN SPRINGS, OHIO.

ED. JOURNAL:—Dry-dryer—dryest, tells the whole story, for there has been no rain to speak of at this point for some weeks past, in consequence of which every kind of vegetation is suffering.

An old lady by the name of Strous, while in attendance at the funeral of the late W. Oversier, which took place here on the 13th inst., fell at the church, striking heavily upon the corner of the rostrum, breaking her thigh bone. She was immediately placed in a vehicle and driven to her home on Chestnut avenue, where she recieved medical attention. It is thought she will recover.

Mr. E. M. Wolf, of Mansfield, Ohio, proprietor of the Great Western Granite Works, has just completed the erection of a solid granite monument to the memory of the late Robert Smith, of this village. This elegant structure is perhaps one of the finest specimens of architecture in the State, both in elaborate finish and quality of material. This magnificient structure is 5½ feet square at the base, and stands 21 feet high, weighs 17 tons, costing $1,200. Hundreds of people from the village and from the surrounding country flocked to the cemetery on Sunday to view this splendid monument.

The Cornet Band boys had a fine time last Sunday, serenading the desert air, strolling over brush and roots while drilling preparatory to Decoration day.

Owing to the busy time of year, the village is unusually quiet at present, consequently this com. must needs be curtailed.

Very truly, ALLSPICE.

May 20 1879.

FROM TONTOGANY.

ED. JOURNAL:—If you and the many readers of your paper have read the *Commercial* correspondence from this place you must have decided that we, as a town, are anything but intelligent. The learned correspondent wrote a short time since that "the people of our place read only the *Commercial* and the *Sentinel*." That probably explains some things I could not clearly understand before; but if this is the extent of that gentleman's reading we will no longer wonder at his lack of intelligence in regard to the simplest rules of grammar and the very rudiments of rhetoric. However we want is understood that some of us take and read more than these two papers, and that, probably, is the reason we are not among those he mentions in his last week's article when he says, "Some people think an engine is nothing but a lumber wagon." But we are ignorant enough never to have heard the "old proverb" he quotes this week. "When there is smoke fire is not far off." Truly, "A *little* learning is a dangerous thing."

Mr. Jason A. Barber, who represented Ohio in the Inter State Oratorical Contest at Iowa City, May 7th, received the second prize. This we consider quite an honor for this little place.

Mr. A. C. Schuttuck, who for several months past has been engaged in the study of law at Cincinnati, came home last week to spend a short time with his friends.

Mr. Zimmerman, the present proprietor of the grist milll here, moved his family from Haskins last week and expects to make our town his home.

Mr. Hiram West, an old resident of this township, is very sick with pneumonia.

Miss Etta Webb, of Perrysburg, is visiting the Misses Tuller.

Our City Fathers passed an ordinance last evening ordering the saloons to be closed at 10 o'clock every night and not to be opened either in front or at the rear on Sunday. Good enough!

The men of this vicinity propose to turn out Friday and Saturday with teams and implements and complete the race track on the fair ground. If any of the sporting men of your place want a chance to work they can have it by coming up to our town at the time mentioned. INCOG.

May 21st, 1879.

The mumps is (are) raging in Congress this spring. As though anything was needed to increase a Congressman's cheek. —*Hawk-eye.*

"Sufferer" writes us from Oquawka, "Is it wrong to kill a man who plays in a brass band, and lives next door to you?" Well, that depends, a great deal. If he plays the E flat, and has been playing seven or eight years, it would be very wrong. But if he plays the tuba, and has only been practicing about three weeks—kill him; kill him at once; go to his house and shoot him; we send you the loan of a gun by this mail.—*Hawk-Eye.*

NEW ADVERTISEMENTS

SHERIFF'S SALE.

Jacob Greishauber, vs. Peter Feuersteio & wife et al, } In Wood Co., O. Court of Common Pleas.

By virtue of an order of sale, issued in the above entitled cause, by the Clerk of the Court of Common Pleas, of Wood county, Ohio, and to me directed and delivered, I will offer for sale at public vendue at the front door of the Court House in Bowling Green, on

Monday, June 23d, 1879.

Between 10 and 11 o'clock forenoon, of said day the following described real estate, to-wit:

The west part of the south part of the north half of the northwest quarter of Section number seven (7), Town six (6) north, Range twelve (12) east, and more particularly described as commencing at the southwest corner of lands now owned by William Armbruster (being the north one third (⅓) of the said northwest quarter of said Section number seven (7), thence east eighty (80) rods; thence south thirty (30) rods; thence west eighty (80) rods; thence north thirty (30) rods to the place of beginning, containing fifteen (15) acres more or less.

Terms of Sale—Cash. Appraised at $600.

ORRIN HENRY, Sheriff.

F. & D. K. HOLLENBECK, Pl'ffs Att'ys.

May 22, 1879. 6x$9 40

NEW ADVERTISEMENTS.

MABLEY'S
GRAND SUMMER DISPLAY

I have now in Stock at my New Stores,

71 AND 73 SUMMIT STREET,

—The Finest and Most Varied Stock of—

MENS', YOUTHS' & CHILDRENS'

CLOTHING

Gent's Furnishing Goods, Cloths, Cassimeres, &c.

FOR MERCHANT TAILORING.

Ever shown in the West. Store Crowded with Goods up stairs and down. Below I give a price list of a few of the Many Styles in Stock:

Men's Suits, good, strong, working goods, well made up for $4, $5 $6, and $7.
Men's Black Worsted Suits, $6, $7, $8, & $10.
Men's Suits, all Wool Cassimere, $9 & $10.
Men's Fine Dress Suits, $12 to $18.
Men's Working Pants, lined through, 75 cts to $1
Men's White Vests, nobby styles, from $1 up.
Men's Dusters, good styles, $1 to $1.50.
Men's Stripe Coats, 40 cents.
Boy's Suits, good styles, $4 $5 and $6.
Children's Suits, $1 25, $2 $2 50 and $3.
Children's Dress Suits, $4, $5, and $6.

And everything else equally low. Prices are fully 25 per cent. less than last season on the same grades of goods. Do not invest a dollar in Clothing until you have seen the Stock at

Mabley's Mammoth Clothing House,
71 & 73 SUMMIT STREET, TOLEDO, O.

Between Monroe & Jefferson Sts.

J. DAVIS,

—SUCCESSOR TO—

CHAS. M. NORTON,

—DEALER IN—

Hardware, Stoves,

Tinned Ware, Glass, Paints, Oils,

—AND—

STAR OIL STOVES!

The Star Oil Stove is the only Oil Stove made of Solid Cast Iron, and Black Enameled Cook Drum.

THE OIL RESERVOIR

Is coated with the Finest Oil Proof Enamel, thus overcoming the strong and well taken objection to TIN and Galvanized Iron Reservoir.

No Joints to Leak and Unsolder and it cannot get out of order.

The Star will boil a kettle containing from one to two quarts of water in six to seven minutes.

For the Laundry, the Star heats cold flat-irons to a hissing heat in a few minutes. You can readily get at your wicks and reservoir to clean them.

The Star is made almost entirely of iron, is mounted perfectly, and is of the best materials. There is no such thing known as ashes, soot or heat, in the excessive warm days. Families can do all their cooking and ironing, and after once using the Star, will not give it up for twice its value. For Broiling it is certainly worth the price alone.

PERRYSBURG, OHIO.

Cor. Louisiana Ave. & Second Sts.

GRAND DISPLAY

—OF—

Spring Goods

—AT—

A. G. Williams & Bro's.

One of the Largest Stocks ever on exhibition in Perrysburg, and

The Lowest Prices Ever Known!

CALL & SEE for YOURSELF.

J. ESTEY & COMPANY,

BRATTLEBORO, VT.

Our new Organ, expressly designed for Sunday Schools, Chapels, etc., is proving a

GREAT SUCCESS.

Be sure to send for full descriptive Catalogue before purchasing any other.

THE LARGEST WORKS (OF THE KIND) ON THE GLOBE.

Illustrated Catalogue sent free.

COOK & TROUP, } ASHER COOK. JAS. O. TROUP.

ATTORNEYS - AT - LAW,
And Land Agents.

Special attention given to Investigating Titles, Payment of Taxes and Collections. Office in Cook's Block, Perrysburg, O. 50

To Inventors & Mechanics!

PATENTS and how to obtain them. Pamphlet of 80 pages free, upon receipt of stamp for Postage. Address—

GILMORE, SMITH & CO.,
Solicitors of Patents, Box 31, Washington, D. C.

LEGAL ADVERTISEMENTS

NOTICE OF APPOINTMENT.

Notice is hereby given that the undersigned has been appointed and qualified as Administratrix of the estate of William Letson Cook, late of Wood county, Ohio, deceased.

MRS. ADELIA COOK, Adm'r.

Dated this 20th day of January, A. D. 1879. 5c*

SHERIFF'S SALE.

Ann McGowan, vs. Joseph Montgomery et, al. } In Wood County, O., Court of Common Pleas.

By virtue of an order of sale issued in the the above entitled cause, by the Clerk of the Court of Common Pleas, of Wood county, O., and to me directed and delivered, I will offer for sale at public vendue, at the front door of the Court House in Bowling Green, O., on

Monday, June 16, 1879.

Between 10 and 11 o'clock forenoon of said day the following described real estate, to-wit:

Lot number three hundred and twenty-three (323) in the incorporated village of Millbury Wood County, Ohio. Terms of Sale—Cash.

Appraised at 433 33⅓.

ORRIN HENRY, Sheriff.

PRICE, MACKINTOSH & AVERILL, Pl'ff's Att'ys. May 15th, 1879. 5c$6.70

SHERIFF'S SALE.

Shaw & Baldwin, vs. H. H. Spangler, et al. } In Wood County, O., Court of Common Pleas.

By virtue of an execution, issued in the above entitled cause, by the Clerk of the Court of Common Pleas of Wood county, Ohio, and to me directed and delivered, I will offer for sale at public vendue, at the residence of George W. Spangler, near Weston, Wood county, Ohio, on

Tuesday, May 20th, 1879,

Between 1 and 2 o'clock afternoon of said day, the following described goods and chattels, to-wit:

One (1) bay mare, six years old; one (1) brown horse, ten years old; one (1) top buggy; one (1) Champion Reaper & Mower.

ORRIN HENRY, Sheriff.

Terms of Sale—Cash.

S. P. HARRISON, Pl'ff's Att'y. May 9th, 1879. 4x$3 85

SHERIFF'S SALE.

Andrew Roach, vs. Gilbert Beach, et al. } In Wood Co., O., Court of Common Pleas.

By virtue of an order of sale, issued in the above entitled cause, by the Clerk of the Court of Common Pleas, of Wood county, Ohio, and to me directed and delivered, I will offer for sale at public vendue, at the front door of the court-house, in Bowling Green, on

Monday, June 2d, 1879.

Between 10 and 11 o'clock forenoon, of said day, the following described real estate, to-wit:

The north half of the southeast quarter of the northwest quarter of Section No. twenty-four (24), Township number one (1), United States Reserve, of twelve miles square, at the foot of the Rapids of the Miami of Lake Erie, Wood county, Ohio. Appraised at $1,600.

Also, the south half of the southeast quarter of the northwest quarter of Section number twenty-four (24) aforesaid. Appraised at $500.

Terms of Sale—Cash.

ORRIN HENRY, Sheriff.

PRICE, MACKINTOSH & AVERILL, Pl'ffs Att'ys. May 1, 1879. 3x$8 50

PERRYSBURG CARRIAGE
—AND—
Wagon Factory

W. H. HOLLENBECK,

Becoming convinced that the hard times and scarcity of money demands a reduction in prices in all branches of industry, I will from this date put down the price of all kinds of Wagon work, Blacksmithing and Carriage painting to hard pan prices.

Horseshoeing will be done at the following rates: New shoes, 30 cts; shoes reset 15cts.

Setting Tires on buggies and lumber wagons, $2 00.

Spokes set in wheels from 12½ to 15 cents each, according to the number set. Sawed felloes for lumber wagons, 25 cts. each. Bent felloes for buggies $4 to $6 per set of wheels.

All other work in proportion to above prices.

New work I will sell as cheap as any shop in county and warrant any work sent out to give entire satisfaction.

Persons having work in the above line to do will do well to call on me and get my prices before going elsewhere.

Feeling satisfied that I can please all in Prices and Workmanship, I thank my patrons for past favors and hope to merit a continuance of the same. W. H. HOLLENBECK.

REVOLUTION!
THE
STANDARD SINGER.

$30 Buys this Style.

New agents wanted in every town. Sample machine furnished on application. $2 to be forwarded with order as a guarantee of good faith—the balance, $18, to be paid after five days' trial. Every machine warranted, and a written guarantee given with each machine to keep in order for two years. Two machines, one address, $38; three machines, $54; four machines, $70; five machines, $85. Special prices on large orders.

PARSONS, FOSTER & CO.,
125 & 127 Clark St., Chicago, Ill.

KANSAS LANDS!

ANY persons wishing to purchase good farms, either improved or unimproved, in well settled portions of Kansas, can obtain them by calling on us. Unimproved lands from $1.00 to $5.00 per acre, according to location, and improved farms from $7.00 to $20.00 per acre, according to improvements.

F. & D. K. HOLLENBECK.

Perrysburg, O., Oct. 25th, 1878.

THE GREAT CAUSE OF
HUMAN MISERY.

Just Published, in a Sealed Envelope. Price 6 cts

A Lecture on the Nature, Treatment and Radical Cure of Seminal Weakness, or Spermatorrhœa, induced by Self Abuse, Involuntary Emissions, Impotency, Nervous Debility, and Impediments to Marriage generally; Consumption, Epilepsy, and Fits; Mental and Physical Incapacity, &c.—By ROBERT J. CULVERWELL, M. D., author of the "Green Book" &c.

The