

DEMOCRAT AND SENTINEL

W. B. SIFES, Editor and Proprietor.

Ebensburg, Friday, Sept. 23, 1853.

V. B. PALMER, the American Newspaper Agent, is the only authorized agent for this paper in the cities of Boston, New York and Philadelphia, and is duly empowered to take advertisements and subscriptions at the rates required by us. His receipts will be regarded as payments. His offices are—Boston, Seabury's Building; New York, Tribine Building; Philadelphia, N. W. corner Third and Chestnut Sts.

FOR GOVERNOR.

WILLIAM BIGLER.

[Subject to the decision of the Democratic Convention.]

DEMOCRATIC TICKET.

SUPREME JUDGE,

JOHN C. KNOX,

Of Tioga County.

CANAL COMMISSIONER,

THOMAS H. FORSYTH,

Of Philadelphia County.

AUDITOR GENERAL,

EPHRAIM BANKS,

Of Mifflin County.

SURVEYOR GENERAL,

J. PORTER BRAWLEY,

Of Crawford County.

FOR SENATOR,

JOHN CRESSWELL, JR.

FOR ASSEMBLY,

THOMAS COLLENS,

WILLIAM BAUGHNERTY,

FOR TREASURER,

ANDREW J. RHEE,

FOR DISTRICT ATTORNEY,

T. L. HEVER,

FOR COMMISSIONER,

JOHN H. DOUGLASS,

FOR COUNTY SURVEYOR,

THOMAS H. CONNELL,

FOR ATTORNEY,

JOSEPH HOGG.

WANTED.

A smart, active boy, who can read and write, and about 16 years, to learn the Printing Business. Apply to the Editor of this paper.

100 BUSHELS good coal wanted at this Office, for which cash will be paid on delivery.

Democrats of Cambria,

We have a word to say to you. In three weeks from next Tuesday you will be called upon to sustain your party and your principles at the Ballot Box. Your ticket is completed, and every man upon it is worthy of your cordial and hearty support. Every man there is known to be firm, sincere, and radical in his attachments to the principles of Democracy, and has fairly received his nomination at the hands of the representatives of the people. He can, therefore, claim your support as a right.

Efforts will be made to induce you to throw away your votes upon volunteer candidates, and you will be exhorted to yield your party preferences to private reasons. You will be told that for minor offices, (such as many which are to be filled this fall) the distinctions of party should be forgotten. But remember that a free ballot cast into our ranks this fall will be felt for years to come, and will be felt when we least expect and least wish it. By union and harmony alone can the supremacy of our cause be maintained, and it should, therefore, be the desire of every Democrat to preserve union and harmony in our party.

Spurious tickets will, doubtless, be circulated throughout the county. Be on the lookout for them. Read over every name from the top to the bottom of your tickets, and discard all that do not correspond with the one at the head of this paper.

Again we say, Democrats, be on the alert. Remember you have a bitter and unscrupulous foe to contend with, and that every effort is necessary to secure complete success.

Senatorial Contest.

As the Senatorial contest progresses the prospects of a Democratic triumph become more and more bright. Mr. CRESSWELL's nomination is received with gratification in every portion of the district, and the party was never more firmly united upon a candidate than it is upon him.

Here, in Cambria county, where the Whig candidate resides, the disaffection in that party is flagrant, glaring. Numbers of the best men in it will silently refuse to support him, while others will oppose him openly and bitterly. The majority against him will be overwhelming, and if the Democrats of Huntingdon and Blair do their duty, and we have no doubt they will, our district will have the proud satisfaction of knowing that it redeemed the Pennsylvania Senate.

To show our readers the feeling which exists in "Old Mother Huntingdon," we copy the following article from the Huntingdon Globe:

"By reference to the proceedings of the Democratic Senatorial Conference, held at Hollidaysburg on the 8th inst., it will be seen that John Cresswell, Jr., Esq., of that place, was nominated as the candidate of the Democratic party of this Senatorial District for a seat in the next Legislature. Mr. Cresswell was not the first choice of the Conference, but we are free to say, he is as worthy, and with power as strong a candidate as could have been selected from the Democratic ranks in the District. He has ever been an active, popular, working Democrat—a gentleman of fine talents, and a citizen of irreproachable character. Every Democrat will rejoice that the Conference compromised upon a gentleman worthy the honor, upon one who will not only receive the united vote of his own party, but many from the ranks of the opposition. With such a candidate we enter the campaign fully confident of success."

Col. Samuel C. Stambaugh.

This gentleman, who is a citizen of Lancaster county, Pa., has been appointed United States Consul at Talcahuano, in Chili. This will be pleasing news to the numerous friends of the Colonel, and is complimentary to the Democracy of our State, for a better or more deserving man than he could not have been found.

We like to see such men as Col. STAMBAUGH remembered and rewarded by a Democratic President. The glorious, soul-stirring majorities that the Democratic candidates receive in Pennsylvania are made by such men.

Interesting to Coal Miners.

The Baltimore Committee of the Maryland Institute has given notice that they will, at the approaching fair, appoint a competent Committee to examine and accurately test the various coals on exhibition, and determine their relative value. All persons interested in coal mines are therefore requested to furnish specimens for the purpose, in addition to those for exhibition.

Charles R. Buckalew.

We chronicle with pleasure the fact that this consistent and talented Democrat has been re-nominated for the State Senate, in the Montour and Columbia District.

Personally we do not know Mr. BUCKALEW, but we have seen him in the floor of the Senate, surrounded by a Whig majority, zealously and fearlessly battling for the party he sustained and the principles he loved, and we felt then as we feel now that every Democrat in Pennsylvania owed him a debt of gratitude. No man in the State has a better political reputation than he, and if we know anything about the people, he is not at the summit of his career yet.

Bishop O'Conner.

This distinguished and popular Divine, Bishop of the Diocese of Pittsburgh, has been appointed to the new Diocese of Erie. The acceptance of this appointment was voluntary on the part of Mr. O'CONNOR.

This announcement will be received with regret by the members of the Catholic Church throughout the Pittsburgh Diocese. Bishop O'CONNOR was undoubtedly one of the ablest men within the pale of the Church, and his popularity was unbounded. An ardent attachment to the cause of Christianity prompted him to change his sphere of usefulness.

Thomas H. Forsyth.

The above named gentleman is our candidate for Canal Commissioner. We have had the pleasure of some personal acquaintance with him, and can assure the Democratic voters of the district that they can trust him. He is about fifty years of age, a carpenter by trade; and among his own neighbors in Philadelphia county, it will be difficult to find a man who will not tell you he is distinguished for honesty and integrity, for industry and sobriety. He was for two years a member of the House of Representatives at Harrisburg, and three years in the Senate. And last winter at Harrisburg, it was a common remark that no public man or legislator could point to his votes, and show so "clean a record," so steadfast, consistent and thoroughly Democratic a course of conduct. No man was more universally respected at Harrisburg, and no one was more attentive to his duties. He could speak well, when his duty required it, but he speaks no display. His plain and simple manners; his thorough business habits, his good judgment, and his steady unwavering Democracy were noticed and admired by all. He needs no endorsement to insure his election. But we like to have our friends know the character of the man they vote for; and in this instance there is no mistake about the merit and good character of our candidate.—Pittsburgh Post.

The Russians in China.

The late advices from China brought out by the Franklin communicate the news of the sudden appearance of a Russian squadron in the waters of the port of Hong Kong. It was said there that Japan was the ultimate destination of the ships. The Overland Register of July 7, alludes to the fact of their arrival in the following terms:

"The Russian Squadron.—On Saturday morning the Russian screw tender, the Vostock, of four guns, and on Sunday, the Russian frigate, Pallas, of fifty-two guns, arrived in the harbor. The appearance of these vessels combined with some paragraphs in the last overland papers, have set the good natures a-tingling. The question is, what brings them here?—to which there are a variety of answers. The Singapore Free Press says the frigate is going on to Kamtschatka to join the Divina de ten guns, Capt. Bissarabeg, which vessel the Cape papers say, goes to Kamtschatka by way of Sydney. Some in Hong Kong answer the question by referring to the following paragraph:

A letter from St. Petersburg of the 25th ult., contains the following statement:—There is much talk in the best informed circles of a secret mission of a Russian envoy, sent to China overland, and who, it is said, has already arrived at Kinta, a town belonging jointly to the two governments. It is confidently reported that the object of his mission is to offer to the sovereign of the Celestial Empire the aid of Russia for the purpose of quelling the insurrection in his dominions.

From this they infer that the presence here of Russian ships of war is the forerunner of another violent suppression of a nationality—that they are intended to assist the Tartar government in putting an end to the rebellion.

Which of these answers is the correct one, if either be at all near the truth, we have no means of knowing, and it is very likely we shall remain ignorant until time shows. Russia being little of a maritime nation, having little or no commerce in the Pacific, even from her own territories, the appearance of a ship of war of that nation, a rare occurrence, naturally gives rise to strange surmises; and taken in conjunction with the present state of affairs in China, and the fact that our brother of Russia never hesitates to force her, for a consideration, his force to extinguish anything in the shape of popular aspirations, the second answer to the question may not be far from the truth. Yet, after all, the vessels may be merely meant as a squadron of observation on the proceedings of the fleets of other nations that are mastering thick in these waters, one of which nations, France, had as little to do on this side of China as Russia. If, then, France and its ruler, which have shown themselves as determined foes to national liberty as Russia, have escaped without suspicion, perhaps it would be as well to let this fleet show its true character before we call out a "wolf." One thing, we think, is very certain, that if we have to cry out "wolf" in earnest, in consequence of the assistance of Russia being given to the Emperor of China, we would strongly recommend Mr. Cresswell and all the other peaceable warriors who have cotton to sell, but no money to lend, to stand prepared to do something to save their trade and credit, as they may be certain the kind assistance will not be rendered for nothing, while our non-assistance will certainly not be remembered to our advantage.

MEXICO AND THE UNITED STATES.—The U. S. Minister to Mexico, it is said, has renewed a proposition made by Mr. Webster to Señor Larrazar, touching the boundary line between the two countries. This Government proposes to buy, it is said, a strip of territory south of the Gila, sufficient for a line of settlement. The price named which this government is prepared to pay for the session and for a release of claims on account of preceding Indian depredations, is said to be \$10,000,000.—Baltimore Sun.

NEWS AND MISCELLANY.

The venture of summer is fast giving way to the yellow tint of autumn, on the mountains. A few more weeks and winter will be upon us.

We observed a full-blown snow-ball in Mr. Thompson's garden the other day. Poor thing! It was early out of season, and vanished like the evanescent substance after which it is named.

Somebody has said—
Life's hopes are like the cheering breeze,
That glides so quickly by—
Like shadows playing nigh the trees,
They're born, they live they die.

If a dear sweet girl was to pick up a sweet little mouth at you and tell you she'd never speak to you if you dared to kiss her, what would you do?

Kiss her to try her spunk, neighbor, and if she got mad, give it right back to her.

The size of a "piece of chalk" has been decided, for one fell recently from Dover cliffs, in England, which is estimated to weigh 2000 tons.

A woman in Mississippi recently became the mother of seven children at a birth. She is certainly a great literary woman.

When a young lady says she intends to devote the remainder of her days to taking care of the old folks at home, it is a sign that she is going to take a virtue of necessity.

When a young gent talks loudly about enjoying single blessedness, and says that he wouldn't have a wife, you may conclude that his reason for it is the same that Jack had for not eating his supper.

When you see a young couple taking a light walk, he leaning up to him "like a stick to a warm brick," and he counting the bricks on the pavement, you can make up your mind that he is in favor of the union.

Returned—Jas. Smith, Esq., of Huntingdon, has returned from his European tour. He is pleased to learn that he enjoys better health than he has for some years.

Ladies manifest praiseworthy intemperance to ridicule, by continuing to wear their bonnets round their necks, and dresses which sweep the pavement.

In the old English ale houses, it used to be the custom to keep the separate accounts of each beer-bibber, by scoring down the joints and quills—hence the warning phrase: "mind your P's and Q's."

A child is said to have been born at Exeter, England, with thirteen perfect fingers on its right hand.

The Sheriff of Huntingdon county attached a man named Johnson, in a necker, some days since, for having stolen a pig.

A young man died in Savannah, Ga., lately of a rapid accumulation of fat. He weighed at the time of his death six hundred and forty-nine pounds.

A company, with a capital of \$30,000, has been organized at Reading, for the manufacture of Kentucky deans, Tweeds, Drillings, Cheats, Straps, and other mixed goods, upon an extensive scale. The capital was all subscribed by nine citizens of that place.

The Junior editor of the Johnstown Echo is "seeing the sights" at the World's Fair in New York.

The State Fair, which is to commence at Pittsburgh next week, promises to be very interesting and well attended.

A general meeting of Presidents and Directors of the various railroads in the United States, is to convene in Washington next month, to consider the adoption of measures to avoid accidents.

The contributions throughout the country for the New Orleans Howard Association, it is said, now amounts to \$228,714.25.

Tolls on the North Branch Canal.

COLLECTOR'S OFFICE, BEACH HAVEN, September 1st, 1853.

Col. L. L. TATE:—Dear Sir—I send you the amount of tolls collected at this office, from the 1st of December last, to the 1st of September, 1853, and also amount for same period last year.

Am't collected in month of December last.	8 64.99 1/2
Am't collected in month of March, '53. <td>1 433.26</td>	1 433.26
" " April, " <td>13 702.91</td>	13 702.91
" " May, " <td>20 161.52</td>	20 161.52
" " June, " <td>24 634.84</td>	24 634.84
" " July, " <td>24 765.63</td>	24 765.63
" " Aug., " <td>25 161.29</td>	25 161.29
Whole am't since 1st of Dec. last. <td>\$113,921.79</td>	\$113,921.79
" " for same period last year. <td>76,266.35</td>	76,266.35
Excess over same period last year. <td>\$37,655.44</td>	\$37,655.44

Respectfully yours,
PETER ENT, Collector.

PLAIN PEOPLE.—Plain men—may, even ugly little fellows—have met with tolerable success among the fair. Wilk's challenge to Lord Trowhead is well known: "Your lordship is one of the handsomest men in the kingdom, and I'm the ugliest! yet give me but half an hour's start, and I will enter the lists against you with any woman you choose to name; because you will omit attentions, on account of your fine exterior, which I shall doubt on account of my plain one." He used to say that it took him a half an hour just to talk away his face. He was so exceedingly ugly, that a lottery office keeper once offered him ten guineas not to pass his window while the tickets were drawing, for fear of bringing ill luck upon the house.

A BEAUTIFUL MIND.—A beautiful mind is like a precious and prolific seed, the mother of loveliness, the fountain of bliss the produce of many treasured and inestimable flowers no caulk can defend nor time destroy. Ever should there be of this lovely produce that pass away, yet the source is there the seed remains to revive, to re-mold, to place again on our bosom and near our hearts in renewed beauty, in the same deep interest and winning power as at first. We would gather it in as the rich possession, as the well-spring of the purest, most abundant and enduring joys, as our support, our comfort, and the cherished object worthy of our highest admiration, and we could cling to it, thanking God that it is immortal, living forever.

A heroic young lady of Elk county, Pa., while out huckleberrying lately, chanced to step on a rattlesnake, which fastened his fangs in her dress. The girl, instead of fainting, screaming, running, or any other thing of that sort, seized a club and killed the serpent. Good for the girls of Elk.

Railroads—Their Necessity as a Means of Wealth.

In the present state of railroad progress it would appear supererogatory to attempt a demonstration of the necessity of the "iron road," politically, commercially, and socially; or show that facility of intercommunication increases such communication, creates business, begets sociality, tends to the dissemination of enlightened views, and by uniting all these advantages, promotes the growth, wealth, and prosperity of the country.

It is a self-evident proposition that accessibility promotes population. The history of our country is an enduring exemplification of this fact. As facilities of intercourse increased, the area of our settlements extended, until the entire continent has been embraced within our borders. Cities and towns have sprung up in the midst of the wilderness, and the wilds have been made to blossom like the rose; and if canals, rivers, and plank and Macadamized roads—the restricted means of intercommunication enjoyed before the introduction of railroads—have sufficed to render this country so prosperous, what may we not anticipate when the vast undertakings now projected shall have been completed?—when the untrodden shores of the Pacific shall be connected with the rocky barriers of the Atlantic by firm bands, and the treasures of the East and the islands of the seas shall be transported thereupon, to find a ready market among the dwellers of the West?

That railroads will hereafter be the means of intercommunication is equally evident. They are the best and cheapest means for promoting accessibility; they can be built wherever the people will it; and by their means time and distance can almost be annihilated. The experience upon the few completed roads has demonstrated their utility and fitness for the purpose for which they were designed. And the completion of these few roads has made the building of others compulsory, or those sections lacking in such facilities must content to sit snugly down, and witness the rapid development in wealth and prosperity of such sections as keep up with the progress of the age.

Wherever railroads have been built in this country, the inevitable consequence has been to enhance the value of property in the neighborhood. Depots have been established along the lines for the reception and shipment of freight; and from these simple depots flourishing towns have grown up, magic-like, and anomalous as it may appear, but in few instances producing any diversion of trade from one place to another, securing rather to create of themselves business for themselves, thus, by facilities of communication adding to population, and by population adding to the wealth and prosperity of the country.

Not infrequently does it occur that these depots are established in the vicinity of mines heretofore unavailable, for want of means of transportation, as is the case in many instances within our knowledge. So soon as the roads are completed, and these mines brought within the reach of a market, a town at once springs up, and the heretofore waste lands become not only sources of wealth to a few, perhaps, but of competence to many.

And when these roads are opened through an agricultural country, affording means of ready and cheap transportation to market, the farmer at once becomes independent. He is not compelled to haul his produce through almost impassable mudholes, sloughs, and ponds, to a market, where he is constrained to dispose of it at unremunerating rates, rather than haul it home again; he can quietly wait until it is called for at his own door, or until he learns from the papers that it is to his advantage to ship to a distant market. Few persons are aware of the difference in the cost of transportation between the ordinary wagon and the rail. In one of our exchanges we saw some time since found the following table, in which is given the comparative value of a ton of wheat and one of corn at given distances from market, as affected by the cost of transportation by railroad, and over the ordinary road:

Miles.	By railway.		Ordin. highway.	
	Wheat.	Corn.	Wheat.	Corn.
At market.	\$49 50	\$24 75	\$49 50	\$24 75
10	49 25	24 60	48 00	23 25
20	49 25	24 60	48 00	23 25
30	49 00	24 30	48 00	23 25
40	48 00	24 15	43 50	18 75
50	48 00	24 15	43 50	18 75
60	48 50	23 87	40 50	16 75
70	48 45	23 70	39 00	14 25
80	48 30	23 55	37 50	12 75
90	48 00	23 25	36 00	11 25
100	48 00	23 25	34 50	9 75
110	47 85	23 10	33 00	8 25
120	47 70	22 95	31 50	6 75
130	47 55	22 80	30 00	5 25
140	47 40	22 65	28 50	3 75
150	47 25	22 50	27 00	2 25
160	47 10	22 35	25 50	0 75
170	46 55	22 20	24 00	
180	46 40	22 05	22 50	
190	46 25	21 90	21 00	
200	46 10	21 75	19 50	
210	46 00	21 60	18 00	
220	45 50	21 45	16 50	
230	45 40	21 30	15 00	
240	45 30	21 15	13 50	
250	45 15	21 00	12 00	
260	45 00	20 85	10 50	
270	44 50	20 70	9 00	
280	44 40	20 55	7 50	
290	44 30	20 40	6 00	
300	44 20	20 25	4 50	
310	44 10	20 10	3 00	
320	44 00	19 55	1 50	
330	44 00	19 40		

By this table it appears that a ton of corn is estimated not to be worth hauling by wagon, when 170 miles from market; while at the same distance upon a line of railroad, it would be worth \$22.20. A ton of wheat 230 miles from market is not worth the hauling by wagon, but by railroad it would be worth \$44.55. Thus, as land may be near or more remote from lines of railroad is its value enhanced over and above the value there been no such railroad. This is an important consideration to farmers when called upon to aid in the construction of railroads, and should influence their actions in the matter.

While it thus develops the physical resources of the country, and by the ready means of intercommunication it affords, makes distant points accessible, the railroad is also intimately connected with Commerce, and with all its powers and results, is peculiarly its agent, and has exerted a potential influence in the development and extension of modern trade, and is destined to work still greater changes and more vast achievements in behalf of the Commerce of the future.

Such being the fact, and railroads being the "necessity of the age," we say let them be built

wherever they can be with reasonable prospect of success; but in railroads, as in every other line of business, judgment should be exercised, and rival lines of minor routes should be avoided, at least until such time as the wants of the community call for an extension of traveling facilities. This competition of rival lines will be one of the strongest objections to railroads, in the construction and prosperous management of which united effort is a peculiarly necessary ingredient.—Cincinnati Railroad Record.

Hon John A. Dix and the Abolitionists.

The Hon. John A. Dix, of New York, having been represented during the present political canvass in Georgia as an abolitionist, has written a letter to a gentleman of that State, in which he thus defines his position:

"1st. That I am not, nor never have been an abolitionist in any sense of that term. On the contrary, I have been an open and uniform opponent of all abolition movements in this State, and elsewhere, since they commenced in 1835, to the present time. While in the Senate of the United States, I opposed the extension of slavery to free territory—a question entirely distinct from interference with slavery where it already exists. In the latter case, I have steadily opposed all external interference with it.

"2d. That I have on all occasions, public and private, since the Fugitive Slave Law passed, declared myself in favor of carrying it into execution in good faith, like every other law of the land.

"3d. That I was in favor of the union of the Democracy of this State, which was consummated in 1850, continued in 1851 on the basis of the Compromise Measures, and in 1852 on the basis of the Baltimore Platform.

"4th. That I have since the Baltimore Convention in June 1852, repeatedly given my public assent to its proceedings, and acquiesced in its declarations, as an adjustment of disturbing questions, by which I was willing to abide.

Another Party in the Field.

New York is "going to" some politically, this fall. We shall probably have not less than seven different parties for the suffrages (or sufferings) of the deadly beloved people. The "strong minded woman" are organizing. The banner of "Women's Rights" is being hoisted to the breeze. Let all partisans stand aside. The S. M. W. is a field and eager for the fray. We learn that at a State Convention of the women of this class, held at Batham Four Corners yesterday, the following ticket was nominated:

For Secretary of State—Miss Lucy Stone.
For Attorney General—Mrs. H. B. Stanton.
For Engineer—Mrs. Anneke.
For Treasurer—Mrs. Amelia Bloomer.
For Comptroller—Rev. Antoinette L. Brown.
For Canal Commissioner—Miss Elizabeth Greenfield, (the Black Swan).
For State Prison Inspector—Miss Susan B. Anthony.

For Judge of Court of Appeals—Miss Sophisticated Snowdrop.
For Judge of the Supreme Court—Miss Greasy.—*Albany Eagle, &c.*

That Comet—We are Safe for the Present.

It is not without plausible emotions that we take up a paper for the purpose of announcing the non-appearance of that Comet, up to the present time of writing. But, reader, don't be too sanguine. Recollect its got all day to come in, and at the rate of 30,000 miles a minute it can get over a good deal of ground in twenty-four hours—more particularly as the road is said to be in excellent order. If, after reading the prophecy of Professor Jevett, and while laboring under a disagreeable uncertainty as to your personal safety, you committed a good deed—gave a poor woman a loaf of bread or an orphan some of your old clothes—don't take them back again until after twelve o'clock to night, because there's no knowing what may happen. If you have ever taken anything from anybody that troubles your conscience in the least, no matter whether it was in a business way or not, return it with interest as soon as possible, or we won't be responsible for the consequences; and having a little rather you wouldn't mention your having read the papers. Be prepared for the worst. Keep your life preserver within reach, and also a water-proof bag, with bread and cold ham in it, in case the Comet strikes the sea, and sleep in the basement for fear of accidents, should it demolish houses first. But by all means get your paper early.

We have secured the exclusive use of the topmost pinnacle of the Latting Observatory and of Trinity Church steeple, for our corps of astronomical reporters. They will occupy them until the periscopes are ready; consequently you can with safety place full reliance upon our reports. They have each a double-barrelled opera-glass, and, of course, thus armed, they cannot fail of discovering it at the earliest moment. We have as yet had no tidings from them; therefore, the comet is not in sight. If you should hear any strange noise during the day, don't stop to look up, but put on your hat, and run as fast as you can; and if you can make better time than the Comet, you may escape.

P. S.—Monday, 2 A. M.—One of our corps from Trinity steeple, has just come to, puffing and blowing, and in a tremendous state of excitement. He reports the Comet in sight, whirling angrily around among the constellations, and seeming to have some altercation with the Great Bear.

P. P. S.—Monday, 2 A. M.—Another reporter has just arrived from the Latting Observatory. He says that after leveling his opera-glass for several hours, and following the Comet all over Creation, he noticed a pause. Looking again, he discovered its tail had twisted around the horn of a dilemma, and does not think it will be able to get off until next week.

TYPE SETTING.—A short time ago we noticed in several of our exchanges a statement of a wonderful compositor somewhere out West, who had set up 85,000 ems of type, in six days, working eleven hours and a half a day. The National Democrat remarks that the fastest compositor in this country is now, and has been for some time working upon that paper, in New York City.—During the last six days, working nine hours a day, he has set up 89,602 ems. This week's work, at 3