

J. McDONALD, Editor.

PLYMOUTH, INDIANA.

THURSDAY, DEC. 26, 1867.

"DERISIVE LAUGHTER."

It is stated, in Washington telegrams, that when the message of president JOHNSON, requesting congress to recognize the services of Gen. HANCOCK in his reconstruction acts in New Orleans, was received, the republican members were filled with "derisive laughter" and that they could not believe the message genuine until the speaker, our noble SCHUYLER, informed them that it was really from the president, and no hoax.

"Derisive laughter" is an accomplishment attained in its fullest perfection only by republican congressmen. Common people, perhaps, might not at a casual glance see any place in the message complimentary of Gen. HANCOCK, where "derisive laughter" could with propriety be indulged. The truly "loyal," however, suffer no inconvenience from such little obliquities of vision. Reposing in the happy consciousness of political infallibility, the truly loyal are prepared to exultate on the shortest notice.

While our republican congressmen are indulging their visible faculties, it might not be inappropriate for us to suggest a few subjects for their heartiest guffaws:

The fall elections being, as republicans proudly remark, "blessings in disguise," are sufficient to cause the countenances of the faithful to be covered with grins of great breadth, notwithstanding the probability that the "disguise" will never be removed from their "blessings"—so-called.

The subdued moue-colored constitutional conventions which are now being held in the southern states, should be attended with one or two editions of those patronizing smiles which SCHUYLER alone can dispense. The pleasant satire on deliberative assemblies which these obsequious conventions of white men made black and black men made blacker, present to the "naked eye," is eminently suggestive of levity.

The putting down of white men that negroes may rule, the imprisonment of men month after month with no charges preferred against them, the hanging of old women, the arbitrary suspension of newspapers, and the compelling of the wife of a late president of the United States to sell her clothing in order to support herself and family,—are a few amongst a number of subjects in which "derisive laughter" might be introduced with effect.

When an individual honestly advocates any cause, however mistaken it may be, he is entitled to a certain amount of respect; but when he resorts to misrepresentation and falsehood as the only means of dealing with an opponent, he not only subjects himself to the contempt of all fair-minded men, but forfeits the respect of the friends of the cause he advocates.

The *Pure Republican* of last week, in relation to an article in the *DEMOCRAT* of the 25th Nov., entitled "To whom it may concern," says:

"DEMOCRACY VS. SOLDIERS.—Simon-pure modern democracy finds it impossible to forget, and exceedingly difficult to overlook the part our soldiers took in overthrowing the late democratic rebellion, or to pass by their acts in silence. It therefore happens that the true democrat is feeling for the late 'boys in blue,' occasionally 'breaks out.' The latest utterances of this kind, that we have noticed, was in the *Plymouth Democrat*, of last week, an editorial in which it speaks of soldiers as 'the poor miserable specks and tools of the most tyrannical and despotic administration that has ever cursed our government.' The following is the concluding paragraph of the article:

These thoughts were suggested upon noticing some of these miserable tools of tyranny back in their proper sphere, with their shoulder straps off and uniforms doffed, and working for a livelihood. May they ever thus have to work, and may our country never again be in such a condition that any political party, no matter how mean, may have any use for them. Comment is unnecessary."

The amount of pure, unadulterated falsifying of our position in the above, is somewhat remarkable, considering the length of the article. Our remarks referred to only a few of a class of individuals who make it their business to perform the various low, skulking, cowardly acts pertaining to their self-selected positions of spies, informers, etc. If the *Republican* chooses to act as the defender of such men, we have no objections whatever, and hope its success will be commensurate with the baseness of the calling.

ATTORNEY GENERAL.

We are glad to learn that Judge M. K. LAND, of La Porte, had consented to come a candidate before the 8th of January convention for nomination to the office of attorney general. This would be a nomination eminently fit to be made, as every one acquainted with the Judge can testify. He possesses all the qualifications, both natural and acquired, to fill the position with credit to himself and the state. As he is the only candidate yet announced from this part of the state, it would be an act of justice, not only to Judge FARRAND, but to the democracy of northern Indiana, to put him in nomination.

A fire at Montreal, yesterday, destroyed Dion's billiard saloon and sixteen tables.

Terrible Railroad Disaster!

From the Buffalo Express, Dec. 13.

We are called upon this morning to record what is probably the most frightful accident in the history of railroads. A catastrophe in which 60 persons were in a moment launched into eternity, is, in itself, terrible enough to appal the stoutest heart, but when, to the fact of this wholesale slaughter, is added the consideration that in most cases death found his victim in the midst of the most agonizing tortures, his coming seems almost to take the form of a blessing.

Those who, standing by the roadside at Angola yesterday afternoon, looked down upon a mass of human beings struggling in the roaring flames and listening to their heart-rending screams, will probably never cease to think of the scene as the most fearful the imagination could picture.

The train to which the accident occurred was the one known as the New York express, which was due in this city at 1:30 yesterday afternoon. Some delay on the Cleveland and Erie railroad caused a similar detention on the Buffalo and Erie, and the train was over two hours late when it left Erie at 12:43 yesterday afternoon.

It consisted of four baggage cars, one emigrant, and three first-class coaches, well filled with passengers.

Heretofore the train has stopped at Angola, but under the new arrangement it goes by at full speed, and on this occasion it was running at a high rate when Angola was reached at 3:10. Two or three minutes later it was a perfect wreck, and the passengers who a moment before were chatting pleasantly were lying dead and dying by the roadside, or piled amid the ruins, were suffering agonies which end only with their lives.

The catastrophe occurred at the crossing of what is known as Big Sister creek, about a quarter of a mile east of Angola station. The creek is a shallow stream, at the ordinary level, bordered on the eastern side by a low, flat, 30 or 40 rods wide, while its bank rises with considerable abruptness to the level of the surrounding country. The track of the railroad is carried over most of the flat upon an embankment of earth, from the termination of which a trestle bridge about 100 feet in length spans the creek. The height of the bridge above the ordinary level of the creek is some 30 feet. It is constructed without parapets, and roofed at the level of the track. Immediately underneath the bridge a milldam obstructs the creek and forms a small pond.

As nearly as can be ascertained, the next to the last car of the train was thrown from the track on striking a frog at the switch just this side of Angola station, and was dragged over the ties nearly to the bridge before the car behind it became unseated from the rails. The time during which this plunging along the ties continued was sufficient to enable some, but not many of the passengers sitting at the forward end of this car to make their escape from it into the car ahead.

Just as the train reached the bridge, the rear car was jerked from the track, and ran nearly across the bridge. An instant more it would have reached the bank, but just on the edge it toppled over on the left side and went with a fearful crash, and foremost, down the ice-covered slope 40 feet at least, to the flat below.

It is easy to imagine the frightful wreck to which the car was reduced by its terrible descent. All or nearly all its passengers were precipitated into a mangled, struggling mass at the lower end of the car buried under a heap of rails, and even the slightly injured, if any there were, unable to extricate or help themselves. The horror of the situation was sufficient without that which instantly became added by the ignition of the splintered wreck from the overturned stove. A moment, as one of the three sole survivors described it, and the whole was wrapped in flames. The dry wood of the car burned like a heap of kindling,—and it was little more.

Who can attempt to depict the unimaginable horror of the scene that ensued. Nearly fifty human beings roasted either in death or in the pangs of dying from horrible wounds or in the full vigor of life, buried in an inextinguishable position and committed to the flames without hope of rescue. The shrieks, the groans, the imprecations—let those who heard them forget this side of eternity if they can.

How many the flames devoured in this car cannot be told with certainty. It was well filled with passengers, probably says one of the survivors, not less than fifty, and only three are known to have escaped. It was some minutes before any one could reach the scene to attempt assistance. The second car, in the meantime,—the car first thrown from the track,—had plunged over the opposite side of the embankment, falling a less height, but suffering almost as completely a wreck, and its few uninjured passengers had enough to do to occupy their attention. The train, which had run some distance before being stopped, was backed to the scene as speedily as possible, and the cars on board set to work with promptitude and energy. But the steep and ice-covered slope to the car most horribly situated was not easily descended, and when helping hands reached it, they were without weapons for fighting the flames or for breaking into the wreck.

As soon, of course, as they could be summoned, the people of Angola and nearer inhabitants ran to the spot, and it was not long before many buckets were employed in pouring water upon the burning wreck; but a raging fire is not to be overcome with buckets, and those desperately laboring at the work and had to suffer for unspeakable anguish of seeing their efforts made utterly vain. The hideous, remorseless flames creckled on, the shrieks died into moans and the moans into a silence more terrible, as the pall of death drew over the scene. Except one little fragment on the side of the car, nothing but a heap of smoking cinders was left for those gathered round to search into with sickened hearts.

In the midst of such terrible suffering it is a grateful task to be able to acquit the officers of the road of any blame for the disaster. The Lake Shore track is one of the most perfect in America, and the road has hitherto enjoyed an immunity from accident almost unparalleled among roads which maintain a high rate of speed. The general impression at the scene of the disaster appeared to be that the accident came from the wheel leaping a frog, but Hon. Wm. Williams, president, with several other gentlemen, examined the track during the evening by the light of lanterns, and are of the opinion that a broken wheel was the immediate cause. The point where

the train left the track is said to be clearly marked, and if there was no mistake it was at some distance from the frog.

The work of repairing was immediately begun, and the track will be in running order and trains passing by noon to-day.

Dec. 20.—The following list presents, in a compact form, the names of the dead and injured, as far as they can be ascertained:

DEAD.

R. B. Graves, Brooklyn, N. Y.
A. H. Spier Northeast, Pa.
E. B. Forbush, Buffalo.
Emmie Fuller, Spartansburg, Pa.
Jasper Fuller, Spartansburg, Pa.
Mrs. Wm. Freeman, Norwich, Del.
J. H. Hayward, Northeast Pa.
James Sheridan—residence unknown.
Frank Walker, Buffalo.
Unknown woman and child.
Unknown man.
Norman Wohls—residence unknown.
W. W. Towner, Erie, Pa.
J. A. Martin, Erie.
S. E. Thompson, Worcester, Mass.
Mrs. J. H. Strong, Buffalo.
Miss Chedney, Tusculum, Pa.
Stephen Stewart, Oil Creek, Pa.
E. P. Harvey, Potsdam, N. Y.
James Brown, Buffalo.
Emma Teller, Utica.
Miss Bartholomew, Angola.
Twenty one that cannot be recognized.

SERIOUSLY INJURED.

Fred. Robbins, Buffalo.
S. E. Howard, New York.
Ira Babcock and wife, Syracuse.
Mary Chedney, Corfu.
W. C. Patterson, Oil Creek.
Maria Sayles, Corfu.
A. B. Fisher, Minneapolis.
Mrs. Christiana Leung, Minneapolis.
John C. Cripps, Laing, Pa.
Robt. Stewart, Onondaga.
Robt. Dixon, Buffalo.
Lizzie Thompson, Worcester, Mass.
R. M. Russell, Franklin, Tenn.
Charles Wood, Buffalo.
J. C. Whitney, Nashua, N. H.
Henry Jackson, Illinois.
A. H. Thomas, Rochester.

SLIGHTLY INJURED.

Randolph Lane and Charles Lane, Utica.
Richard Reed, Sinclair, Chautauque co.
L. C. Chase, Arkright, Chautauque co.
Garrett Hurley, Corfu, Pa.
Isadore Meyer, New York.
R. C. Morris, New London, Conn.
Mrs. J. H. Tyngerson, Waukesha, Wis.
Wm. Teller, Utica.
M. Copely, Minneapolis, Minn.
Albert Rivenburg, Albany.
W. H. Moore, Corfu.
Jan. Welsh, Brooklyn.
Miss Mary Sayles, Corfu.
Mrs. Mary Moore, Brooklyn.
Wm. G. Peyton, New York.
J. L. Lombard, New York.
Daniel Carr, Brooklyn.
S. S. Caldwell, New York.
Mrs. Fisher, Minneapolis.
Frank Sherman, conductor, Buffalo.
John Vanderburg, brakeman.
W. F. Gregory, Skaneateles.
Mrs. Robert Stewart, Onondaga.
Eugene Howard, Buffalo.
Minnie McCarthy, Lowell, Pa.

From the Plains.

OMAHA, Neb., Dec. 24.

At Cheyenne, on Sunday night, a man, after being dragged, was robbed of \$20,000 in greenbacks and \$15,000 in vouchers and valuable papers. Several persons have been arrested, but there is no clue to the money as yet.

Wells, Fargo & Co. have contracted for the erection of a mammoth warehouse in connection with the first freight and express line. They intend to run to Cheyenne, Denver and Salt Lake.

There has been a heavy decline in flour and grain lately. Flour is selling at \$8.50 per hundred; corn at 5 to 6 cents per pound; green apples at \$14 per barrel, and lumber at \$80 to \$100 per thousand.

NEW YORK, Dec. 24.

A terrible gale swept over Pittsfield, Mass., yesterday, uprooting trees, &c. A portion of Colander's block, North St. was blown down, badly damaging the *Declarine Eagle* office and the Whipple furniture manufactory. Two printers were seriously injured.

ST. LOUIS, Dec. 24.

Hon. Robert Smith, formerly a member of congress from the Alton district, of Illinois, died at his residence near Alton, last week. Mr. Smith was a native of Petersburg, N. Y.

A negro in Tennessee, while climbing a tree missed his footing and fell a distance of 25 feet on a solid rock; but as he came down head foremost he escaped without a bruise.

A railroad bridge over Union river, near Burlington, Vermont, was destroyed by fire the 23rd. The bridge was six hundred feet long and sixty wide.

The extensive works of the Camden Rolling Mill Company, in Camden, New Jersey, have been burned. Loss, \$70,000.

General Sweeney, who was, by order of a court martial, suspended from rank and pay for six months, has had his sentence remitted, by order of the President.

The banking house of Tison, Son, & Co., St. Louis, has suspended.

A block of buildings in Salem Massachusetts, was destroyed by fire on Saturday night, involving a loss of \$30,000.

Hon. A. H. Stephens will shortly lecture in Philadelphia on the condition of affairs in the Southern States.

A distressing affair occurred in Marysville, Union county, Ohio, on Sunday. Hon. C. S. Hamilton, member of Congress from the Eighth District, was killed by his son Thomas, who is insane. It seems that Mr. Hamilton was in the yard, and that his son approached him from behind and struck him a blow on the right side of the head with an ax, killing him instantly. After perpetrating this horrible deed, Thomas went to the house with the ax, and before he could be secured he attempted to kill a younger brother, but only succeeding in inflicting a severe wound.

A locomotive boiler exploded at Reading, Pennsylvania, the 23rd, killing the engineer and fireman.

It is said the members of the House of Representatives state that it is a notorious fact that all efforts to relieve the immediate necessity of the finances of the nation, have upon reaching the Finance Committee of the Senate been suppressed.

REMINISCENCES.

For the Democrat.

NUMBER SEVEN.

In the 13th line from the close of our last article, read north-east instead of north-west. The typo made an error of six miles.

Our readers will recollect that Center township, as originally laid out, was the center one-third of the county, east and west. In the year 1837 the commissioners struck off six miles from the west end and named it Menomonee township, in memory of an Indian chief who resided in said territory. At the next session of the commissioners the name was changed to that of Lake, which, by the way, was very appropriate, seeing there were four or five lakes in the township, to-wit: Twin lakes, Dickson's lake, Barber's lake and Pretty lake, the latter of which is a beautiful sheet of clear water and teeming with the "finny tribe." It has no natural outlet. The ice that is put up in Plymouth is taken from that lake. It is also a resort for picnics and pleasure parties in the summer season.

The Twin lakes are a great place of resort for fishermen in the spring season of the year. Fish are caught there by the barrel, mostly bass, lake perch, and such like. We recollect of being at the Twin lakes once in 1836, where the Plymouth and Wisconsin state road crosses the outlet between the lakes. Some three or four Indians came to the lake on horseback. One of them was leading a pony which was not yet broke to the saddle. They rode into the lake as far as they could without swimming their horses. An Indian took charge of the pony they wanted to "break in." After getting astride of it there was some lolly floundering, sometimes both would be under the water, at other times the Indian would be uppermost, and *vice versa*, to the great amusement of the lookers on. Finally the pony was so much worried that it became quiet and the Indian could mount and dismount at pleasure. On inquiring of those who could talk a very little of the English language, we learned that they usually broke their young horses in this way.

The following named persons settled in that township in 1836, some of them as early as 1835, to-wit: Lot Abrams, Joseph Evans, Timothy Barber, Major Tuttle, Isaac Campbell, Samuel J. Davidson, Hugh McDonald, James Nash, Jacob Case, Itomner Harry, Wm. Mason, Mantus and Sylvester Root, Joseph Waters, Wm. Bailey, Azariah Masely, Wm. Bishop, Taylor, Thomas Cornwall, Valentine Shover, John Rhinehart, Massena and G. A. Cone and Jacob Schindlerger. Many of the above named persons are gone to the "Eternities land," two only remain here namely, Mr. Rhinehart, who is bordering on to his four score and ten years, and Mr. Evans.

The citizens finally became dissatisfied with the name of Lake and petitioned the commissioners to change the name to that of West, which was done. It contains forty-three square miles, a great portion of which is white-oak and hickory barrens, and excellent wheat land. There are two or three sections of thick timbered land at the east end of Twin lakes. The west end of the township is mostly marsh and oak openings, and very sparsely settled. The east four miles of the township is very well improved, under a good state of cultivation and produces abundantly. The farmers are generally in easy circumstances.

At an early day a company in Mishawaka built what they called the "Plymouth iron works" on the outlet of the Twin lakes. It worked for several years until the ore in the vicinity became scarce. An excellent quality of iron was made there. We should judge that it was not a lucrative business. Quite a little village sprang up there after the forge got into operation. A post office was established there, which was named "Sign." A grocery store, wagon shop, blacksmith shop, &c., &c., was located there. After the owners quit running the forge, they sold the property to Wm. Zehner, who has built a fine flour-mill, which is a great public convenience and remunerative to the proprietor.

Timothy Barber, at a very early day, built a grist and saw mill on one of the inlets to Barber's lake. After the death of Mr. Barber it fell into the hands of John Zehner. Some years after it burnt down and has not been rebuilt. The assessor of that township reports 112 dogs and 178 polls. Value of personal property \$59,985, value of real estate \$291,685. Total value of taxables \$351,670.

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The House special committee to enquire into the cause of the delay in settling the additional bounty claims, find that the total number of claims filed up to December 1, 1867, was four hundred and twelve thousand. Of those, two hundred and seventy three thousand remain unsettled. The delay arises in great part from the lack of force employed.

General Schofield has issued an order assigning military commissioners to districts where officers of the freedmen's bureau have been relieved. These commissioners are to act as superintendents of elections in their districts.

The New England Society gave a dinner in New York, the 23rd, in honor of the landing of the pilgrims.

Troops have been despatched from Macon to Milledgeville, on account of the refusal of the Treasurer to pay money to the order of General Pope and the convention.

Chicago Correspondence.

CHICAGO, Dec. 23d, 1867.

ED. DEMOCRAT.—I don't feel as if I had any business to be writing a letter to-day. My letters are not holiday goods, and it does seem that there was nothing particularly worth seeing or knowing or having anything to do with, just now, which does not bear directly upon the joys of holidays. As I go along the street I see "Christmas presents and holiday gifts," presented everywhere on cards, signs, posters hand-bills, banners and spreads. It is as bad as the "V. R." in Canada. People whom I meet on the street have their hands full of bundles of presents, and obtrusive packages poke themselves out of their pockets. Poulterers lumber up the sidewalk with huge heaps of turkeys, etc., until there is an appearance of provisioning the city for a lengthy siege. The newspapers instead of news contain almost nothing but holiday puffs. Young ladies, with bright visions of presents of jewelry before them, assume an air of unwonted friendliness with all the bachelors they know. Charitable institutions issue loud calls for aid in their Christmas dinners. In the households of those who are so happy as to have homes and families, mysterious preparations are going on in rooms from which the little ones are carefully excluded, and through half-opened doors one catches occasional glimpses of tall evergreens, gay with colored candles, toys, candies and knick-knacks, dear to the hearts of children. Happy with an untold happiness are they to whom this season of general joy brings not merriment, and who are full of sadness, the heart itself is full of tears at the thought of them; they to whom the Christmas holidays are not the anniversary of a hopeless grief, one which hath left them alone, bereft of love and joy.

I learn that another express company is on the verge of formation, one which it is intended shall overshadow even the Merchants' Union, and T. C. Durant is spoken of as the active moving spirit of the enterprise. It is to be entitled the "New York, San Francisco, China and Japan express company," and will run between the points named, having, of course, branches ramifying throughout this entire country. The project has not yet taken such definite form that I can speak with any certainty of its plans, but it cannot fail of success with Durant at its head. He has already shown his power, in his management of the affairs of the Union Pacific railroad, during his tenure of the office of vice president of that company, and has demonstrated the fact that he possesses an immense influence with the great capitalists of the east. The new line will, of course, be through this city and by the way of Omaha, and will, of course, when started, enlist the interests of our Chicago merchants in an extraordinary degree.

The great enterprise now before us is the "National telegraph company," which seems to be the mammoth speculation of the day. It was chartered in July 1866, when its capital stock was limited to \$10,000,000 and already nine-tenths of that amount have been taken and it is believed that all will be subscribed for by February, or at farthest, March next. Over half a million has been placed in this city, and so zealous are our capitalists of taking a part in it that it is believed the amount allotted to this state will prove largely insufficient. The manner in which this stock is placed all over the country, and upon such terms as will put it readily in the hands of all classes, is eminently adapted to secure the ultimate success of the company, by enlisting public sympathy with it against the old Western Union monopoly. Since this subject has begun to be agitated, people for the first time begin to fully appreciate how enormous are the profits derived from telegraphy. A line which has only paid cent-per-cent annually upon its cost, has not been deemed a particularly profitable one by the Western Union telegraph company. No wonder when they get \$2.10 for a message from here to New York, which Cyrus Field says it does not cost them more than three cents to send. The Western Union company are supplying newspaper specials in this city at least for a cent a word and the new independent line from here to Milwaukee, advertise to send messages and letters for the public at the same rate. At this rate even, the telegraph lines can, if properly managed, be made to pay large dividends.

Every one who has occasion to use the wires at the ordinary W. U. tariff of prices may calculate for himself the margin which is allowed for profits at present general rates. As competition has thus far benefited the public, as shown by the action of the "Independent company," we may look for still farther general profit from the rivalry between the Western Union and the National, when the latter goes into operation which will now be very soon. Already some thirteen thousand miles of wire, with all the necessary appurtenances for offices, etc., are under operation. Cheap telegraphy will, no doubt, induce a vast increase of demand for its facilities in the same way in which cheapening postage has so enormously swelled the volume of correspondence all over the world, so that the companies will really lose nothing by the intended great reduction of their prices. "Multiply lines and reduce prices," is the motto of the new company.

Two superlatively nasty divorce cases are just now in our Chicago courts. The Ticknor case and the Quimby case. The

latter has had a lull for a couple of days, the other rages day after day, the evidence on both sides constantly growing worse.

Col. J. H. Brown, the northwestern commissioner to the Paris exposition, has returned home. He did his duty well in Paris, and American exhibitors generally understand that to his perseverance, energy and indefatigability the northwest is indebted for its success in obtaining a much better chance for display than any other section of the country. He was about the only man who could successfully combat the pig-headed obstinacy and senselessness of the United States commissioner, whose only study on every subject seems to be how not to do it.

By the way, speaking of the Paris Exposition, that was rather a pretty quarrel which two rival piano makers had over which of them had got the highest award at the exposition. The cream of the joke was that they feared to be brought into competition with the Steeg piano, and managed to keep it out of the exposition by a trick, but even when they got a clear field they could not settle on the distribution of their prizes. I wish to say a few words in favor of the dreaded Steeg piano for I know its worth. There is no qualification which the most perfect piano could be required to possess which does not belong to these instruments in the highest degree. In facility of action and durability of standing in tune, they may be truthfully spoken of as faultless. In no other piano is a built mettle plate employed with the agraife method of stringing throughout, and any one possessing any musical knowledge can, with his eyes shut, pick out one Steeg from amid a hundred other pianos, by the magnificent tone thus given to them. Full information concerning these superb pianos may be obtained, by any one interested in the subject, by addressing Messrs. Root & Cady, No. 77 Washington street, Chicago, who are the sole agents for their sale in the north-west.

Fairwell hall, the largest auditorium in the United States, is at present occupied by a great holiday fair for the benefit of the mission Sunday schools of the city. It has been so decorated and filled with attractive things that it presents now a very beautiful appearance and attracts crowds day and night.

"Udine" still bewilders the senses and enchants the sight of audiences as large as the Crosby opera house will hold, nightly, and there is no indication of an abatement in the popular favor. This week new premieres in the ballet, new tricks and some new music are added to its attractions.

John Dean is playing a not particularly successful engagement at McVickers.

There are indefinite hints about our having here this spring the English opera troupe, the French comic opera, and the German opera. We shall need them all to satisfy us for the loss of "Udine."

M. R. ELLIOTT.

PLYMOUTH, IND., 60 RDS. SOUTH OF THE CORPORATION LINE, manufactures and keeps for sale

Wheels, Reels, &c., &c.

MANUFACTURED BY

CANE SEAT SPLIT BOTTOM, \$3.00 BOTTOM.

CHAIRS.

In a superior style and workmanship.

17-34

SOMETHING NEW.

HITE, SHOOK & CRAWFORD are the sole agency for Marshall county for the sale of W. B. Rogers.

Improved Burning Oil.

Its advantages over coal oil, &c.

1st. It is entirely non-explosive. As harmless in burning as kerosene.

2d. It gives nearly double the amount of light with one-fourth the cost.

3d. It is pure and innocuous to the smell.

4th. It is non-corrosive. It does not eat or stain. It is perfectly safe in use. Retail at 50 cts. per gallon.

It has been thoroughly tested here, and elsewhere, and the above advantages have proved correct.

For sale by Hite, Shook & Crawford.

FIRST DOOR SOUTH OF THE PARKER HOUSE.

17

DAVIDSON & CO'S

Great Closing Out Sale,

WILL COMMENCE ON THE

1st Day of January, 1868.

WILL CONTINUE

FOR A FEW DAYS ONLY.

On account of change in business. All those knowing themselves indebted to them are requested to settle up. No credit business transacted during the great closing out sale, but all goods sold at panic prices for cash.

17

A. BECKER & CO.,

WHOLESALE & RETAIL DEALERS IN

GROCERIES, PROVISIONS,

CROCKERY, QUEENSWARE,

Tobaccoes, &c., &c.

PLYMOUTH, INDIANA.

3817

PLEASURE EXCURSIONS

can be enjoyed by procuring one of the many

Fine Teams and Carriages

kept by

P. S. ALLEMAN & CO.,

at their stables opposite the Parker House, in

Plymouth. If nice carriages, handsome spirited,

horses and reasonable charges are what you want,

you can be accommodated there at any time of

day or night. Drivers furnished when wanted

and

Passengers Carried to all Places

in the country at the lowest rates of fare and on

Nov. 7, 1867. P. S. ALLEMAN & CO.

17