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THE AMERICAN UNION.

A Weekly Newspaper of Current News, Literature, Poetry, Agriculture and Local Affairs.

VOL. XI. DENTON, MD., THURSDAY, NOVEMBER 24, 1870. NO. 19.

TRAVELLERS' GUIDE.

DELAWARE Rail Road Line.



PASSENGERS TIME TABLE.

ON and after, MONDAY April 4, 1870, Passenger Trains will run as follows, until further notice. All trains Sundays excepted.

GOING NORTH.		GOING SOUTH.		
LEAVE.	A.M.	LEAVE.	A.M.	P.M.
Delmar,	11.00	Phila.	8.30	5.00
Laurel,	11.15	Baltimore,	7.25	2.40
Seaford,	11.35	Wilm.	10.10	6.25
Bridgeville,	11.50	New Castle	10.30	6.45
Greenwood,	12.05	State Road	10.35	6.50
	A.M.	P.M.	Bear,	10.45	7.00
Farmington	12.15	St Georges	11.00	7.10
Harrington	7.00	12.30	Mt. Pleas't	11.10	7.2
Felton,	7.15	12.50	Middletown	11.25	7.45
Canterbury	7.20	1.05	Townsend	11.35	7.55
Wil. Grove	7.25	1.10	Blackbird	11.40	8.00
Camden,	7.35	1.15	Sassafras,	11.50	8.10
Dover,	7.50	1.25	Clayton,	12.00	8.20
Moorton,	8.05	1.40	ARRIVE.	P.M.	
Brenford,	8.10	1.45	Smyrna,	12.10	8.30
Smyrna,	8.05	1.40	LEAVE.		
Clayton,	8.20	1.55	Brenford,	12.05	9.25
Sassafras	8.25	2.00	Moorton,	12.15	8.30
Blackbird,	8.35	2.15	Dover,	12.30	8.55
Townsend,	8.40	2.20	Camden	12.40	9.05
Middletown	9.00	2.35	Wil. Grove	12.45	9.10
Mt. Pleas't	9.10	2.45	Canterbury	12.55	9.15
St. Georges	9.25	3.00	Felton,	1.05	9.25
Bear,	9.35	3.15	Harrington	1.25	9.40
State Road,	9.45	3.20	Farmington,	1.35	
New Castle	9.55	3.33	Greenwood,	1.50	
ARRIVE.			Bridgeville,	2.00	
Wilm.	10.15	3.55	Seaford,	2.20	
Phila.	11.45	5.25	Laurel,	2.40	
	P.M.		ARRIVE.		
Baltimore	1.05	8.10	Delmar,	2.55	

FREIGHT TRAIN, with passenger car attached will leave stations named at the following Changed Hours, (subject to delays incident to freight business,) viz.: Going South, leave Wilmington about 4.00 A. M.; New Castle, 4.45; Middletown, 6.30; Clayton, 7.30; Dover, 8.50; Camden, 9.15; Felton, 10.10, and be due at Harrington 10.30 A. M. Going North, to leave Harrington about 3.05 P. M. Felton 3.50, Camden 4.55, Dover 5.35, Moorton 6.00, Clayton 6.50, Middletown 8.20, New Castle 10.00, and be due at Wilmington 10.30 P. M. Subject to delays incident to Freight business.

This train will stop to take up passengers only at stations named, but will set down passengers at any regular stopping place between Harrington and Wilmington, except Hare's Corner, State Road, Delaware Junction and Dupont.

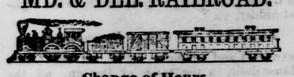
New Castle Trains.—Leave New Castle for Wilmington and Philadelphia at 7.40, A. M.

Leave Philadelphia 12.00 M., and Wilmington 1.10 P. M., for New Castle.

SMYRNA BRANCH TRAINS.—Additional to those above leave Smyrna for Clayton 11.40, A. M., 8.00, P. M. Leave Clayton for Smyrna, 8.40, A. M., and 2.00, P. M., to make connection with trains to and from Dover, and Stations South.

E. Q. SEWALL, Sup't Del. R. R.

MD. & DEL. RAILROAD.



Change of Hours.

On and after Monday, April 11th 1870, Trains will run as follows:

GOING NORTH.		GOING SOUTH.	
LEAVE.		LEAVE.	
Easton,	6.00 P.M.	New York,	12.30 P.M.
Woodland,	6.15	Baltimore,	2.40
Cordova,	6.25	Philadelphia,	5.00
Hillsboro',	6.40	Wilmington,	6.25
Ridgely,	6.50	Clayton,	8.25
Greensboro',	7.05	Kenton,	8.35
Goldsboro',	7.15	Slaughter's,	8.50
Henderson,	7.25	Marydell,	9.00
Marydell,	7.35	Henderson,	9.10
Slaughter's	7.45	Goldsboro',	9.20
Kenton,	8.00	Greensboro',	9.30
ARRIVE.		Ridgely.	9.45
Clayton,	8.10	Hillsboro',	9 55
Wilmington,	10.15	Cordova,	10.10
Philadelphia	11.45	Woodland,	10.20
Baltimore,	1.05 P.M.	ARRIVE.	
New York,	4.55	Easton,	10.35

FREIGHT TRAIN,

WITH PASSENGER CAR ATTACHED:

GOING NORTH.		GOING SOUTH.	
LEAVE.		LEAVE.	
Easton	10.30 A.M.	New York	12.00 P.M
Woodland	10.50	Baltimore	7.25 A.M.
Cordova	11.05	Philadelphia	8.30
Hillsboro'	11.20	Wilmington	10.10
Ridgely	11.35	Clayton	12.10 P.M.
Greensboro'	11.55	Kenton	12.20
Goldsboro'	12.15	Slaughters	12.35
Henderson	12.25	Halltown	12.50
Halltown	12.50	Henderson	1.05
Slaughter's	1.05	Goldsboro	1.15
Kenton	1.25	Greensboro'	1.40
ARRIVE.		Ridgely	1.50
Clayton	1.50	Hillsboro'	2.00
Wilmington	3.55 P.M.	Cordova	2.15
Philadelphia	5.25	Woodland	2.30
Baltimore	8.10	ARRIVE.	
New York	10.30	Easton	2.50

By the above arrangement, close connections will be made both ways, and passengers will arrive early both in New York and Baltimore, and will be able to visit Philadelphia and Baltimore and return same day.

All freights must be at the various stations in time to be loaded and manifested at least thirty (30) minutes before the starting of the trains, otherwise they will lay over twenty-four hours. J. L. CALDWELL, Supt.

Md. Steamboat Company.



The steamer Kent will discontinue her trips to Oxford, Cambridge and Denton after October 31st, 1870.

On and after Tuesday, Nov. 1st, 1870, the steamer Highland Light will leave Baltimore Tuesdays, Thursdays and Saturdays at 9.30 P. M., for Easton, Oxford, Cambridge, Denton and intermediate landings; returning, leave Denton 12.30 P. M., Cambridge 5 P. M., and Easton 8.30 P. M., Mondays, Wednesdays and Fridays. [no3-tf.

More Cheap New Goods

Just received by H. Blackiston from Baltimore and Philadelphia. Persons in want of goods will find it to their advantage to call.

The American Union

Is Published Weekly, at Denton, Md.,

BY

J. MARION EMERSON, Proprietor.

Terms: $1.50 per annum, in advance.

If not paid within six months from the time of subscribing, Two Dollars will be charged.

A failure to notify us of a discontinuance of the paper will be considered as a renewal of the same; and no paper will be discontinued until all arrearages are paid.

RATES OF ADVERTISING:

Advertisements will be conspicuously inserted at the following rates:

1 square (8 lines)	3 insertions	$1.00
1 "	6	2.00
1 "	12	4.00
1 "	6 months	5.00
1 "	12 "	8.00
1 "	for any less no. of insertions	1.00

Advertisements not stating the number of insertions will be continued until forbid, and will be charged accordingly.

Notices of marriages and deaths inserted free, but all obituaries are chargeable at our usual advertising rates.

☞All advertisements collectable on first insertion.

Job Printing.

Our office being supplied with a large assortment of JOB TYPE—and a press for the purpose—we are prepared to do all kinds of Job Work at short notice and on reasonable terms.

PROFESSIONAL CARDS.

Dr. E. E. ATKINSON,

Having located on the farm lately occupied by J. W. Atkinson, offers his professional services to the citizens of the vicinity.

no3-tf.

Medical Card.

DR. M. A. BOOTH has returned to Denton, and offers his professional services to the public. When not professionally engaged, he may be found at his drug store. [jan25-tf.

GEO. M. RUSSUM,

REGISTER IN BANKRUPTCY,

OFFICE FOR THE COUNTIES OF CAROLINE, TALBOT AND QUEEN ANNE'S,

DENTON, MD.

Continues to practice in the Courts of Caroline. jan1-y

ROBT. J. JUMP. WM. S. RIDGELY.

JUMP & RIDGELY,

ATTORNIES AT LAW,

DENTON, MD.,

Will practice in the Courts of Caroline and the adjoining counties. [ja16-y

T. J. SMITHERS,

DENTIST,

Denton, Md.,

Will Visit Greensboro' every Saturday and Federalsburg every Wednesday.

Teeth extracted without pain by Nitrous Oxide Gas. Particular attention given to regulating and preserving children's teeth.

Teeth filled, cleaned, and artificial teeth inserted to the satisfaction of the patron. Patronage solicited.

All work guaranteed to give satisfaction. Office—Room occupied by Dr. Stack. [aply

BUSINESS CARDS.

H. MYERS,

PRACTICAL

Watch and Clock Maker,

SILVERSMITH,

JEWELLER, &C.,

my29-3w DENTON, Md.

BUY YOUR HARNESS

FROM THE SUBSCRIBER

IN GREENSBOROUGH

IF YOU WANT GOOD HARNESS,

AT A VERY LOW PRICE

oct10-y J. P FIEROE.

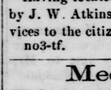
J. W. LOCKERMAN.

AUCTIONEER,

FEDERALSBURG, MD.,

HAVING taken out license as auctioneer, is prepared to call sales at auction in Caroline, Talbot and Dorchester counties. His long experience will enable him to render satisfaction in each instance. [je10-1y

The Great Choptank



HOTEL,

ALEX. STEWART, Pro'pr.

DENTON, MD.

Is now open to the accommodation of the public. No pains will be spared to give general satisfaction.

Comfortable stables and a No. 1 ostler.

Opposite the Court House.

jy14-2y.

MANTUA MAKING.

Fall Styles. Winter Styles.

We would announce to the ladies of Denton and vicinity that we are prepared to perform mantua making in the highest style of the art. We have now, and are constantly receiving

The Latest Fashions

from the great emporiums, and feel ourselves able to please the most exquisite. We have a large assortment of patterns cut in the city by which we can cut or make dresses of any style.

Patterns for Sale.

May be found at the residence of Mrs. Todd.

JULIA PARK,

oct6-tf. ADDIE M. TODD.

JOB PRINTING

NEATLY EXECUTED

AT THIS OFFICE.

O, How Soon We Are Forgotten.

O, how soon we are forgotten,
When re rest beneath the sod;
And our feet no longer wander
O'er the paths we oft have trod;
When the form that was so cherished
With a love both pure and deep,
Lies within the earth's dark bosom,
In its long, last, quiet sleep.

For a few brief days, it may be—
Had we home and kindred dear,
When they meet around the hearthstone,
There will be a lack of cheer;
As a vacant seat will tell them
Of affection's broken ties;
And their thoughts perchance will wander,
Where the dreamless sleeper lies.

But should a stern fate deprive us
Of a bright and cheerful home;
And in weariness of spirit,
O'er life's rugged way we roam;
When the golden bowl is broken,
And the lone one finds a rest;
'Twill excite no dread commotion
In one palpitating breast.

Yet 'tis well that thus it should be,
In life's brief revolving years;
Else this world of budding beauties
Would become a vale of tears;
When the soul attuned to sadness,
And by sorrow overcast,
Would enshrine the brightest future
With sad mem'ries of the past.

Methodism on the Peninsula.

ITS RISE, PROGRESS AND PRESENT POSITION—AN INTERESTING PRESENTATION OF FACTS.

At the Peninsular Convention of Methodists, held at Smyrna, last week, a paper was read by Rev. J. B. Quigg, which set forth the rise and progress of Methodism on the Peninsula. The following are selections from the paper:

"The Centenary of Weslyan Methodism was celebrated in 1839, and the Centenary of American Methodism in 1866, and this year 1870 is the Centenary year of Methodism in this Peninsula, it is with peculiar propriety that we hold this Convention in the present year. It was planted here in two places about the same time, that is in 1769 and 1770 in Delaware, at New Castle, and in Kent county, Md., at the house of John Randall, in Worten. In 1778, Caroline circuit was formed and the whole ground covered by six preachers. In 1780 Dorchester Circuit was organized. In 1788 there were 12 charges, 23 preachers, and 4356 members. At the end of the second decade after six years during which no increase was reported, a glorious revival occurred, and an accession of 2000 members was obtained in one year. Then followed ten years of declension, so that in 1800 we have only 5523. At the beginning of the 19th century our members numbered 5423. The Philadelphia conference had only 975. The gratest actual increase in one year was in 1803, when 4,146 accessions are reported. The greatest relative increase was in 1781, when the number was multiplied three times. In 1210 the number of members was 12,228. Philadelphia conference then had 3433 members. For the next three years no permanent increase is obtained, but no disaster or failure was allowed to interfere with an extension of plans, or enlargment of the work. Indeed these figures remind us of great conflicts of history. It is now a promise of victory, then defeat and gloom ensues for a season, but the struggle goes on, and a little ground is gained, and again the arm of the Lord is revealed in great power, and the tide of victory rolls up, and on it goes, bearing thousands to the heaven of redemption, and the church to-day shouts victory, and gives glory to Jesus.

In 1774 there was one charge, with one preacher, and 150 members. In 1840 there were 33 charges, 61 preachers, and 17,047 members.

The collection for the various schemes of beneficence supported by the church is most encouraging. In 1850 the average of contributions was 23 cents 2 mills. In 1860 it was 41 cents 1 mill; in 1870, 54 cents 6 mills to the member. The increased value of church property is also matter for congratulation. The average value per member was in 1850, $15.73; in 1860, $21.01; in 1870 it is $42.43.

The white population of the Peninsula was in 1790 about 103,000. Our church then had an average membership of one member to every 16.4 of the population. In 1800 our average was only one in 19.7. In 1810 and down to 1830 the average was one member in 9 of population. In 1850 the white population of Delaware was 71,169, the Eastern Shore of Maryland had 77,737, the Eastern Shore of Virginia 12,713, making a total of 161,619. Our average membership then was one in 8.41. The total population in 1860 was 196,142 making a little more, being one member for every 8.1 of population. In 1870 we have 89 charges in the bounds of the Conference with 141 ministers, 24,734 members, with an average membership of one in nine.

The whole number of M. E. Churches is not less than 300. Allowing them an average of 200 sittings, we have 45,800 sittings provided by all other denominations, and the same average will give us 60,000 sittings. Thus, it will be seen, a very large share of the population are under the religious care and instruction of the M. E. Church.

GO FOR HIM.—Where is the Reverend or eminent man who will "put a head" on the editor of the Yolo Mail for the following:

As our shirt was not brought home in proper season this week we called on our washerwoman to learn the cause. Trembling she whispered to us the cause of the omission: "You see, sir, there are so many preachers and eminent men in town this week that I dare not hang out my clothes to dry." Sadly we returned to the office, pondering on the wisdom of women.

THE female poet just added to the staff of the Chicago Post got her situation on the strength of this touching idyl:

"Intu the buzum of the flours
The son looks from above:
Alas no one looks intu mine,
I wilt fer hewman luv."

Roads and Road-Making.

Of primary importance to the civil as well as military power of any country are good public thoroughfares. Rapidity and cheapness in transportation are vital necessities to commercial prosperity, and in time of war the safety of a nation may depend upon the state of her roads. These facts have long been recognized, and hence the perfection of roads has been a problem to which engineers have in all ages assiduously applied themselves. The importance of even a slight advance in improvement, has kept alive interest in this department of engineering, and century after century has elapsed without the perfect ideal being considered as yet reached.

That this is true is proved by a very brief review of the Patent Office records, in which patents for various compositions for road surfaces, and for methods of road-building, constitute every year a notable number of the patents applied for and issued.

Probably the most remarkable success ever yet achieved by any one system was that which attended and still attends the macadam road. Notwithstanding its expensive character, it to-day covers more surface in Europe than any other. In America, except in the vicinity of large towns, this road is not much employed, the comparative sparseness of the population and the small amount of travel in rural districts not warranting the cost of its construction and maintenance.

There are few circumstances under which this road is not admirably adapted to town and country thoroughfares. It has a smooth surface, after it has been a little used, and affords an admirable foothold for horses.—It is expeditiously laid, and perhaps demands as little expense for care and maintenance as any other capable of equal endurance and service.

It is now fifty years or thereabouts since Macadam introduced this celebrated system, and it is quite doubtful whether the next fifty years will give the world anything better for all purposes. But, as we have already said, this system is not at the present nor is it probable that it soon will be, available for the greater part of American thoroughfares.

Roads in this country must, from the nature of the case, be constructed of such materials as are available immediately along their lines, and must necessarily be more or less imperfect.

In this as in other countries the great enemy of roads is frost, and the only way to even partially prevent its ravages is to construct roads high enough to allow thorough drainage. The flat surfaces permitted on most roads in this country is their most radical defect. The result is rivers of mud in spring and autum, and frozen ruts of indescribable ugliness and discomfort in winter until such time as the snow covers and fills them.

A few days' labor devoted to thorough ditching along the sides of roads and elevating the centres where they have settled below the proper grade would greatly mitigate the evils complained of. This is generally done, when done at all, by throwing back on the road the soil excavated from the ditches, a very erroneous method and almost a sheer waste of labor. Such soil is generally composed of comminuted and pulverized material washed off from the road, and will only temporarily pack. As soon as it becomes very dry in summer it grinds up into a dust heap, and is blown off by winds, and washed off again by rains.

All soil used to raise the level of roads should be new soil, not the washings of the roads, which latter should be carted away. Where roads are much traveled these washings are a valuable manure, and it would pay well to cart them into the lands lying along such roads, from which soil of inferior fertility might be taken to form the roadways.

Wherever practicable, a deep hard bed of stone or timber should be laid below the reach of frost, upon which the surface material should be distributed. Gravel stands unrivaled for road surfaces, but it is not available in many localities. Broken stone, however, is obtainable oftentimes where gravel cannot be got, and answers the purpose very well.

We have seen a road laid through a swamp made with a bed of rough logs, well sunk down, and covered with a mixture of blue clay and broken stone, which was excellent in all respects, having almost as good and permanent a surface as macadam.

It is usual to work country roads early in the summer, to repair the defects caused by spring upheavals. This done, they are generally left till the ensuing season, when the same operation is repeated. But a little labor late in the fall would pay well on most roads. This labor should be expended in securing proper drainage. All sluices should be open if stopped, the roads raised where the summer wear and tear have depressed them, and their surfaces made smooth, so that the water may run off with the utmost facility. Neglect in these particulars is always dearly paid for in the miring of teams and wagons, and in wear and tear of both animals and vehicles.—*Scientific American.*

What a Fall.

A minister of the Gospel told me in 1847, one of the most thrilling incidents I ever heard in my life. A member of his congregation came home for the first time in his life intoxicated, and his boy met him upon the door-step, clapping his hands and exclaiming: "Papa has come home!" He seized that boy by the shoulders, swung him around, staggered, and fell in the hall. That minister said to me (I would give you his name if neccessary,) "I spent that night in that house. I went out and bared my brow that the night air might fall upon it and cool it; I walked up and down the hall. There was his child dead; there was his wife in strong convulsions, and he asleep. A man but thirty-five years of age asleep, with a dead child in the house, having a blue mark upon the temple where the corner of the marble steps had come in contact with the head as he swung him around, and a wife upon the brink of the grave? "Mr. Gough," said my friend, "I cursed the drink." He had told me I must remain till he awoke, and I did. When he awoke, he passed his hands over his face and exclaimed, "What is the matter! Where am I? Where is my boy?" "You cannot see him." Stand out of my way. I will see my boy!" To prevent confusion I took him to the child's bedside, and as I turned down the sheet and showed him the corpse, he uttered a shriek, "Ah my child!" That minister said further to me, "One year after that he was brought from a lunatic asylum to lie side by side with his wife in one grave, and I attended the funeral." The minister of the Gospel who told me that fact is, to-day, a drunken hostler in a stable in Boston! Now tell me what drink will do! It will debase, imbrute and damn everything that is noble, bright, glorious, and god-like in a human being. There is nothing drink will not do that is vile, dastardly, cowardly, sneaking, or hellish. We are united brethren, are we not, to fight it till the day of our death?

JOHN B. GOUGH

Discoveries Made by Accident.

Not few discoveries in the arts and sciences have been made or suggested by accident. The use of a pendulum was suggested by the vibrating of a chandelier in a cathedral; the power of steam intimated by the ocillating of the lid of a tea-kettle; the utility of coal gas for light, experimented by an ordinary tobacco pipe of white clay; the magnifying property of the lens, stumbled upon by an optician's apprentice while holding spectacle-glasses between his thumb and finger—are well known instances of proof of the fact.

Galvanism was discovered by accident, by Prof. Galvani, of Bologna, in Italy. He gave his name to the operation, but his wife is generally considered as entitled to the credit of the discovery. She being in bad health, some frogs were ordered for her. As they lay upon the table skinned, she noticed that their legs became strongly convulsed when near an electrical conductor. She called her husband's attention to the fact; he instituted a series of experiments, and in 1798 the galvanic battery was invented.

Eleven years later, with that discovery for his basis, Prof. Alessanuro Volta, also an Italian, announced his discovery as "voltaic pile."

The discovery of glass-making was effected by seeing the sand vitrified upon which a fire had been kindled.

Blancor says that making of plate-glass was suggested by the fact of a workman happening to break a crucible filled with melted glass. The fluid ran under one of the large flag stones with which the floor was paved. On raising the stone to recover the glass, it was found in the form of a plate, such as could not be procured by the ordinary process of blowing.

Glass pearls, though among the most beautiful, inexpensive and common ornament worn by the ladies, are produced by a very singular process. In 1956 a Venetian, named Jaquin, discovered that the scales of fish, called bleak fish, possessed the property of communicating a pearly hue to the water. He found by experimenting, that beads dipped into this water assumed, when dried, the appearance of pearls. It proved however, that the pearly coat, when placed out side was casually rubbed off; and the next improvement was to make the heads hollow. The making of these beads is carried on to this day in Venice. By means of a small tube, the insides are delicately coated with the pearly liquid and a waxed coating is placed over that. It requires the scales of four thousand fish to produce half a pint of the liquid, to which a small quantity of sal-ammonia and isinglass are afterward added.

Lundy Foot the celebrated snuff manufacturer, originally kept a small tobacconist shop in Limerick. On one night his house, which was uninsured, was burned to the ground. As he contemplated the smoking ruins on the following morning, in a state bordering on despair, some of the poor neighbors, groping among the embers for what they could find, stumbled upon several canisters of unconsumed, but half-baked snuff, which they tried, and found it so pleasant to their noses that they loaded their waistcoat pockets with it. Lundy Foot, aroused from his stupor, imitated their example, and took a pinch of his own property when he was struck by the superior pungency and flavor it had acquired from the great heat to which it had been exposed. Acting upon the hint, he took another house and called it the Black Yard, erected ovens and set about the manufacture of that high-dried commodity which soon became widely known as the Black Yard snuff. Eventually he took a larger house in Dublin, and making his customers pay litterally through the nose, amassed a great fortune for having been ruined.

How to Look at it.

I wish I could ease all the burdens of the persons who write to me for sympathy and advice; more especially those of my own sex. "No sorrow was ever like my sorrow," is the wail of the unhappy.

How do you know? People pass you every day in the street, with calm faces and erect forms, who are scarred and maimed in life's conflict, but yet will die and make no sign. I do not say this is well, because such repression must be deadly to the soul hungering for sympathy. I only speak of it, that we should recognize other sufferers besides ourselves.

"Happiness!" We all clamor for that, forgetting that it is the rarest thing on earth; or, if attained, so shortlived that it is only a mockery. There are living sorrows, and there are dead sorrows. Our dead are perfect. If they had faults, we have more. If we could only feel this way toward the living! If, when the rough word or the neglect of a kind one sends the rebellious tear to our eye or the angry flush to our cheek, we could attribute it, not to want of love, but to some physical derangement which was even then preparing the way for the coffin and the tomb, how much more forgiving should we be—how much more merciful in our judgments. But alas! for us! He who made us only knows how rudely the strings may be jarred and what discords may come of uninstructed fingers. Our dead are perfect.

One or two summers since, I was sitting under the trees in one of our lovely New England villages, chatting and laughing with a merry party. Near me was seated a very little woman, whose pretty face I had been contemplating with almost masculine admiration. One of the ladies called out "Harry!" to her husband, who was a few paces off.—The bright face clouded over, the red lip quivered, and softly I heard "Harry" repeated, as a tear dropped upon her cheek.—"What is it, dear?" I whispered. "Oh, that name sounds so natural," she said, laying her head wearily on my seoulder, "That was my husband's name; and I always start when I hear it called, as if I were to see him." Then wiping her eyes, and trying to smile, she said, "Do you know, Fanny—wasn't it ridiculous?—we used to dispute which should have the upper bureau drawer." Oh!" said she with another shower of tears, "if he were only here, he should have the whole of the bureau if he wanted it."

Now I am not going to preach a sermon on this. It is a little thing, but it illustrates my meaning.—*Fanny Fern.*

[From the "Country Gentleman."]

MAKING PORK AND BACON.

Editors Country Gentleman:—A correspondent contributes receipts in your issue of Oct. 13th, for salting pork and curing hams, involving a multitude of materials, and a vast deal of care, trouble and labor. I have already outlived by several years the Biblical statute of life's limitation, and have eaten pork and hams out of many strange barrels and smoke-houses, but never any quite as good as of my own curing, not even excepting Westphalia, North Carolina, New Jersey or Cincinnati. Scores of competent witnesses who have eaten at my table, will testify to the same. My mode of proceedure has uniformly been as follows:

Before cooking, first make sure of your rabbit—that is, see that your meat is of the first quality. To secure this, begin with a young pig. Feed him first on milk and soaked corn—and give the swill to the hogs that are sold in market for the gross and unappreciative feeders, who dine at Delmonico's or the Fifth Avenue Hotel. As piggy grows older drop the milk and give hard corn and water only, (be sure of this) and let him have plenty of room for exercise. Do not kill him until the weather is quite cold. He should not weigh less than 150 pounds dressed, nor more than 200, (the mean is the mark.) Let him hang twenty-four to thirty-six hours, or until the meat is entirely cool, and no longer. Cut him up artistically, which may be well done in twenty minutes, and be sure that not a stain of blood goes with the pieces to be salted. Do not touch these with water if the pig has been well dressed, as it takes out the sweetness. Next see that the barrel is sweet and clean, and by no means use one in which beef has been cured, or one that has stood long in the vicinity of saltpetre pickle. Now get your salt—and send to the West Indies by express rather than take up with any but the real Turk's Island—for it is indispensable for making good salt pork. Cover well the bottom of your barrel with this, and pack your layer of pork closely. Cover it with salt half an inch thick and pack another layer, and so on. Do not fear that you will make your meat too salt; unlike beef it will not absorb more than the necessary quantity to cure it. When the barrel is full, put two or three inches of salt on top, and next day fill it up carefully and slowly with fresh, pure water drawn from the bottom of the well—replenish the water if necessary to keep the meat covered in a day or two and your work is entirely done. Pork salted in this way will keep sweet for two years, as I have proved again and again, and as far exceeds in taste, looks, and quality, the flabby, greasy, soft, potato, meal or still-slop fed stuff that you get with chickens at our first-class hotels, as salmon does codfish.

Now for the hams, shoulders and cheeks; and, oh! what cheeks—how delicious—exceeding, if possible, even the hams in flavor. Get for these plenty of Liverpool salt, and about an ounce of saltpetre to every ten pounds of meat. Provide a box, or a clean floor is just as good, which cover well with salt; on this pack a layer of hams in circular form, shanks out, which cover well with salt—the shanks need be only partially covered; sprinkle the due portion of saltpetre over this carelessly, if such is your habit, for it will be sure to equalize itself throughout the mass. Repeat the layers in pyramidal form, and treat them all the same with salt and saltpetre. Do not be too sparing of salt, for the saltpetre would permit only just so much of it being absorbed, if you were to use a cargo. To pile a good heap in this way will require ten minutes or less by the watch. Let the pile lie just three weeks.

Now comes the smoking, in which more than half the secret lies. Of course you have a boarded smoke-house, apart from everything else. Hang up your meat in this, high enough not to be heated too much. Avoid the use of chips, even hickory. I have known some graceless scamps to use dry chips, and even logwood chips, from the dye-vat, to smoke both meat and fish—because, forsooth they make the most smoke. Such men should be compelled by statute law to live on fish and bacon of their own curing. I could wish nobody a worse punishment. Fresh, clean corn cobs should be used for smoke, and nothing else; and if there is here and there a scattering grain of corn on them; all the better. Make two fires a day only, one in the morning and one in the evening, so that the meat may cool off between spells. Continue this course for three weeks, and you will have more delicious hams (and what a color!) than ever were or can be made in Westphalia, for the simple reason if no other, that nothing but hard Indian corn will make good bacon and nothing but corn cobs is fit to smoke it with.

A Michigan census taker came acoss an intelligent man who had been married five years, but had never inquired his wife Christian name.

An exchange says that the frogs of Connecticut have worn the skin off their noses in the vain attempt to find water.

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