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D. B. SNOW, Editor.

SPEECH
OF THE
HON. F. E. WOODBRIDGE,
OF VERMONT,
In the House of Representatives,
on the Jersey Question.

APRIL, 7, 1864.

MR. WOODBRIDGE said—Mr. Speaker, I hope I shall not detain the House a great while in submitting the observations which I deem it proper to make on the matter under consideration. There are but two inquiries involved. The first, has Congress the constitutional power to declare the Delaware and Raritan Railroad a lawful structure and public highway of the United States? And the second is, is it expedient to do so? I agree with the gentleman from Maine (Mr. Sweat), that in considering this subject we should divest ourselves of all political and party prejudices. I do not know or care what effect the passage or defeat of the bill may have upon the political condition of New Jersey. As an individual, I deem its present condition as bad as it can be, and judging from the resolutions which have passed her political conventions, I fear that her day of grace is sinning away and her reputation scarcely to be hoped for.

I had not supposed, when this bill came before the House for consideration, that the question of the power of Congress would be seriously doubted. The decisions respecting similar questions have been collected in the able report of your committee, and they have been accurately stated.

The power of Congress, sir, rests under the provisions of the Constitution, enabling it to regulate commerce among the states, to establish post routes, and to provide for the military establishment of the Government. Under one or all of those enumerated powers I have come to the conclusion, after candid consideration, unassisted and unprejudiced, that it is not only within the power of Congress to so legislate that this protected, legalized monopoly, called the Camden and Amboy Railroad Company, which, in my judgment, impairs the commercial intercourse between the States, imposes undue burdens upon the people, and cripples the Government in the performance of its duties, shall be destroyed.

But, sir, I shall devote a few moments to the consideration of the constitutional question, and simply because both of the gentlemen from New Jersey (Messrs. Rogers and Perry,) the gentleman from Pennsylvania (Mr. Broomall,) and the gentleman from Maine (Mr. Sweat,) who have opposed this measure, have based their opposition upon a denial of the right of Congress to pass the bill.

In addition, we have had a very singular document presented here from New Jersey, called a proclamation of her Governor, claiming that Congress has no power to pass this bill upon two grounds: first, that it will be injurious to the financial interests of New Jersey, and second, because it would infringe upon the sovereignty of the State of New Jersey. In other words, the doctrine of that declaration is simply this: New Jersey has, by her own enactments, established the Camden and Amboy railroad a perfect and protected monopoly; and, now, no matter what the circumstances may be, inasmuch as New Jersey is a sovereign State, and under that sovereignty had a right to establish this monopoly, Congress has no power to declare that another already existing line shall be a lawful structure, because by so doing it impairs the interests of New Jersey and tramples on her sovereign rights.

By the law of New Jersey the Camden and Amboy Railroad Co. imposes, in effect, a tax of ten cents upon every person who passes over the road, and of fifteen cents per ton of freight. If the Legislature of New Jersey has the right to impose these burdens, it is clear that it has the right to increase them. It is not the amount of the tax, it is the principle involved. And if the ten and fifteen cent tax is legal, then the Legislature of New Jersey has a right to impose five dollars per passenger and five dollars per ton of merchandise, whereby the entire commercial intercourse between New York and Pennsylvania would be absolutely destroyed.

And yet we are told, in view of these facts, by the Governor of New Jersey and by gentlemen on this floor, that Congress, to which the Constitution gives the power to regulate commerce among the States, has no power to declare another existing line a lawful structure, whereby the commerce between these two States may be carried on.

Sir, I will for a moment look at this question in the light of decisions. The gentleman from New Jersey (Mr. Rogers), says that this is not a case similar to the Wheeling bridge case, that there was a mere abatement of a nuisance, and that here is an existing line, and cannot be established as a lawful structure without infringing on the solemn rights of the State of New Jersey.

Now, what was the Wheeling bridge case? The State of Virginia had authorized the Wheeling and Belmont Bridge Company to build a bridge at Wheeling across the Ohio. The corporation had full power to build the bridge unless it was an infringement on free commercial intercourse between the States. The bridge was built. The State of Pennsylvania brought her com-

plaint against the company, and it was sustained by the supreme court of Pennsylvania. The case came before the Supreme Court of the United States, and the Supreme Court of the United States sustained the decision of the court in Pennsylvania. Pennsylvania came into court and said, what? This bridge interferes with the navigation of the Ohio River. Inasmuch as it interferes with that navigation it works injury to the public interests of the State of Pennsylvania in her railroads, her public works, and canals which had been constructed between Philadelphia and Pittsburgh. The Supreme Court of the United States, after a thorough examination, decided that the bridge did interfere with the navigation of the Ohio, which had been protected by Congress. And hence it affirmed the decision of the Supreme Court of Pennsylvania. In the meantime the bridge company came to Congress and after a hearing, Congress declared that the bridge across the Ohio at Wheeling was a lawful structure. The bridge company did not obey the decree of the Supreme Court. The State of Pennsylvania then complained through its attorney general, the present Secretary of War, praying for a writ of assistance to enable the decree to be executed. The judge who delivered the opinion in effect says, Congress having the exclusive power to regulate commerce among the several States, it is not for the court to decide whether in this instance it is properly executed or not. Congress by its act is clearly within its constitutional power; and inasmuch as Congress has declared the bridge to be a lawful structure, the motion for assistance is denied.

Now, sir, the gentleman from New Jersey says that that is no parallel to the case under consideration in point of principle. Let us see. The State of New Jersey says that the Camden and Amboy Railroad Company shall do all the carrying trade between Philadelphia and New York. Another line is an existence running between those two points which might do a portion of the commercial business. The Raritan and Delaware Bay Company comes here and asks Congress that its road may be declared a lawful structure whereby it will have the legal power and right to do this business. Congress having the power to regulate commerce between the States, has the power to say that this road is a legal structure, as it did in the case of the Wheeling bridge. That structure was opposed by the State of Pennsylvania on the ground simply and solely that by reason of its interference with the navigation of the Ohio it did absolutely and positively interfere with and prejudice the public works of the State of Pennsylvania.

The State of New Jersey comes here and says, We have given this monopoly to the Camden and Amboy Railroad Company, and they pay us for the privilege which they have; therefore, if Congress grants to this other road the power of doing this through commercial business, then it impairs or injures an injury upon the State of New Jersey, and tramples upon her sovereign rights. Are not the decisions exactly consonant and similar in principle? Can any lawyer, upon his reputation as a lawyer, say that the point involved in the Wheeling bridge case is not precisely and identically the point involved in this case? Can it be said it is not within the power of Congress to regulate commerce between the States here, as much as in the Wheeling bridge case it was within its power to regulate commerce by the establishment of that bridge? It is equally within its power to pass this bill.

The gentleman from Maine (Mr. Sweat) takes another view of this case. He says, in the first place, there is no necessity for passing this bill; that there is no necessity for it because the Government has the power under existing laws to take possession of this road as a military necessity; and secondly, that it has the power of taking possession of this road as a post route. I agree with the gentleman from Maine that the Government has this power; but can the Government in good faith, in honesty, and integrity of purpose, after the decision of the chancellor of the State of New Jersey, exercise that power? What would be the result? All the money paid to this road as compensation for doing the business, the chancellor of New Jersey decides, should be paid over to the Camden and Amboy railroad; the monopoly which we are told New Jersey is bound to protect. That is a power with a vengeance! It is a power which will enable the Government to take possession of my horse for its purpose and pay me the amount to my friend from Maine! The same is the case if the road be taken as a post route. By the law of New Jersey no through business, of whatever character, can be done by the Raritan road. The postal money, by the decision of the chancellor of New Jersey, must be put into the hands of this Camden and Amboy Railroad Company.

But the gentleman from New Jersey (Mr. Rogers,) rather declines to discuss the main question. I have no doubt he is a good lawyer, he has that reputation. He says that the only true ground upon which we can place this, is the right to regulate commerce among the States. He says, if I understand him, and I listened to him with great attention, that the regulation of commerce does not apply to the regulation of railroads. Under the gentleman's definition, what is commerce? It is merely trade, purchase, barter, exchange of commodities. Is that the signification of the word commerce? It is true that commerce does mean traffic, but it also means something more. It means intercourse.

Now, sir, the gentleman will recollect that this point is discussed in 9 Wheaton. I will refer to it for a moment. It is the Ogden case. The Legislature of the State of New York had given to Fulton and Livingston exclusive right to navigate the waters of New York by steam. Their right was finally assigned to Ogden, the complainant.

What was the decision of the court? They say that the exclusive grant interfered with the commerce between the States, and that upon that ground it was unconstitutional. They must have put their decision upon the ground that a grant of an exclusive privilege, being a monopoly, is an interference with the free commercial intercourse between the States.

Mr. Justice Johnson, in discussing this case, declares that "the grant to Livingston

and Fulton interferes with the freedom of intercourse among the States."

He also says "that commerce in its slightest significance means an exchange of goods; but in the advancement of society, labor, transportation, intelligence, care, and various mediums of exchange, become commodities, and enter into commerce."

Now, it does seem to me upon every principle of law founded upon reason, independent of this decision, Congress has the legal right to pass this bill.

But, sir, when we come to the decisions of similar cases giving construction to the clause in the Constitution in relation to the regulation of Commerce, we find that the courts have gone to the whole length claimed by the friends of this measure, and it seems to me as a matter of law to be a settled question that Congress has a legal right to pass this bill.

Now, sir, there is another question which has given me more difficulty—for I confess I have investigated this matter without prejudice—and that is as to the expediency of Congress applying this power to the case under consideration. If the Camden and Amboy railroad, in other words, if the present means of transportation between New York and Philadelphia are not sufficient to do the business of the Government, or if by reason of any act of the State of New Jersey there is a restriction upon free commercial intercourse between the cities of New York and Philadelphia, then it is the duty of Congress to interfere.

Sir, what is a monopoly? Sir, it implies restriction. You cannot think of a monopoly without thinking of it as a restraining influence and restraining power, and an interference with other interests. That is a monopoly. It is an exclusive privilege, and an exclusive privilege rests upon the fact that no other person can enjoy the privilege which is secured to the monopoly. Now, sir, I contend that, *per se*, that in and of itself, the mere existence of the monopoly of this Camden and Amboy railroad is an impediment to free commercial intercourse. Here is another road which desires to do the through business, or a portion of it, but it cannot do it, and why? Because the law of New Jersey prevents. Is it then not a restriction? Is there not here an attempt to do that business which cannot be done by reason of, and by virtue of, this monopoly, which exists? This monopoly existing, and other parties desiring to do the business, which interferes with that monopoly, I would like to know how any other construction can be given to the matter than that it is in and of itself a restriction to the free commercial intercourse between the States.

But there is something more. I do not know whether what I hear is true, but I understand that gentlemen can get from New York to Philadelphia, by paying a local fare within the State of New Jersey, and then another local fare to Philadelphia for \$2.20, while the through fare from New York to Philadelphia is three dollars. Is not this a restriction upon free intercourse? If the through fare is three dollars, and the local fares added together are only \$2.20, then there are eighty cents which are taken from every passenger by reason of the power of this New Jersey monopoly to tax everybody who passes through the entire borders of the State.

Sir, how is it so far as the Government is concerned? I learn from the report of the committee that the Quartermaster General has written to a committee of the House, saying that the facilities between the capital of the nation and its commercial emporium for transportation are inadequate. It also appears that Government had largely used the Raritan road for transportation previous to the decision of the chancellor, and would have used it still further but for that decision, and that it has been obliged to resort to transportation by water to accomplish its business.

Mr. Broomall.—I desire to inquire of the gentleman whether the act of 1842 does not confer upon the Government all the power to use this road that the act in question contemplates?

Mr. Woodbridge.—Yes, sir. That act does confer upon the Government the power to use this road. But what does the State of New Jersey do? It says to this road, "Do this business if you dare; carry the supplies for the Government if you will; transport munitions of war and the soldiers of the Government, and take the Government money if you please, but we, by our chancellor, will see to it that you put that money into the hands of the Camden and Amboy Railroad Company, to enrich that monopoly." Congress has the power, and now I want Congress to exercise the right whereby New Jersey, and its contemptible legislation shall not say that no portion of the business of Government shall be done over the Raritan route.

Mr. Broomall.—Will the gentleman allow me to say a word?

Mr. Woodbridge.—I cannot yield further.

Mr. Broomall.—I only want to say that, that is not true.

Mr. Woodbridge.—I have a right to my construction of the law, and the gentleman from Pennsylvania (Mr. Broomall) has a right to his construction. The House must judge between us.

Now, sir, if the Government, by its own showing, admits that it has no facilities for doing the business which is imposed upon it by reason of this war; can it be said, the power of Congress being conceded, that it is not expedient to declare another existing route a lawful structure whereby the facilities may be measurably increased; a line sir, which is ready and willing to do the business of the Government, and is only prevented therefrom by an unjustifiable legislation of the State of New Jersey? Sir, if the business of the Government alone cannot be done over the line of road, how much more shall it be said that the facilities now existing are not sufficient when we add the great commercial business of the country. Why, sir, there is New York upon the north, the great commercial and financial emporium of this nation. By her hundred railroad arteries she stimulates and develops the manufactures of New England. There is Philadelphia on the south, which by the Pennsylvania Central railroad, penetrates and opens up the great northwest. And there is Baltimore a little further south, which, by the Baltimore and Ohio railroad penetrates and opens up the great southwest. The markets of New York and the manufactures of New Eng-

land furnish the exchange for these productions of the West; and this New York is so peculiarly situated, that it is one of the reports of the Camden and Amboy Railroad Company, from which extracts were read by the gentleman from Ohio (Mr. Garfield,) that the most fruitful source for whole domains the means of transportation for those products. And sir, when this was recognized, as I trust it is, God they will, to the allegiance and integrity, then the Atlantic seaboard from Maine to Georgia must seek this avenue for its entire means of intercommunication.

Why, sir, who that appreciates the progress who that sees the vast expense and the vast business relations of this country, might see the already existing connection between the two great cities of this State, Philadelphia and New York, and that considers the necessary and certain development of the future, shall say that the Camden and Amboy Railroad Company is sufficient to do the commercial business between these two great cities, which branch off into the remotest parts of the nation? Sir, the idea is absurd.

It does seem to me, upon the proof that the expediency of this bill cannot be questioned. Upon the proof of the wants of the Government, upon the present and prospective condition of the country, I think every gentleman will say, if he looks at the case through an honest heart, and a clear head, that there is a necessity for increasing the facilities of transportation.

Sir, I do not like to descend to the argument *ad hominem*. Such arguments are generally addressed to the passions rather than the reason, and I will only say that in my judgment this Camden and Amboy Railroad Company is as good as another monopoly of the same magnitude and power which has received the sanction and protection of State legislation and State courts, for so many years.

Why is it, sir, that we hear everywhere all the corners of all the streets, north and east and west and south, that this Camden and Amboy Railroad is an unmitigated nuisance? Why is it that we hear in general railroad arrangements, that this company never will come into the *pro rata* system, but holds itself aloof, separate and apart from the arrangements of the companies that connect with it, either end? Why is it, sir, that when you leave your home in Indiana for Washington you find passage nearly double after reaching New York? Why is it that on the baggage which you brought free of extra charge from Indiana to New York, you are compelled, when you come to the Jersey City ferry, to comply with the exorbitant demands of some baggage man, and pay extra charges? And why is it you are told that you must haul your own trunk to the very door of the baggage car or else it will not be taken? I have seen a member of this House, after having paid for having his trunk brought to the ferry, and paid three dollars extra charge for it to Washington, told that he must drag his own trunk to the door of the baggage car or they would not be received. Why is it that when you enter the cars on the New Jersey road they are badly ventilated, and in winter so cold, and in summer so hot, and when you enter a civil protest, you are at once met with the indignant frown of some conductor, or with an insolent reply from the hiring of aldermanic propitiation? Why is it that wherever you go the people cannot tolerate this monopoly? Sir, I will tell you why it is. The monopoly has waxed fat. It has grown rich. It has risen above the people who it was created to serve. It pours its money into the lap of New Jersey. New Jersey proclaims that this railroad is her king and shall rule forever. And yet for all these reasons, I would not apply the power of Congress to this matter did I not believe that the commercial interests of the different States require it. Did I believe that, in spite of this monopoly which is arrogant, aristocratic, and anti-republican, the business of the country could be carried on by means of a free and unrestricted intercourse, I would vote against this bill.

Mr. Washburn, of Illinois.—Will my friend from Vermont tell the House what State it is that now has a bill before the Legislature fixing a fine of \$500 or imprisoning him six months for enlisting a colored man to aid in putting down this rebellion?

Mr. Woodbridge.—I have understood, Mr. Speaker, that it is the State of New Jersey, and I understand that New Jersey has done another thing. I understand that since this bill was brought before Congress, which, by the statement of its Governor, is going to trample on its sovereign rights—those rights which are devoted and consecrated to freedom, which are now all used for the benefit of the freedom of this Government, and to carry out the generous and noble impulse of the men of the North, as indicated by the remarks of the gentleman from New Jersey—the Legislature of the State has introduced a bill to repeal and take away the charter of the Delaware and Raritan Railroad Company.

Mr. Johnson, of Pennsylvania.—Will the gentleman from Vermont allow me to correct him as to a statement of fact? He says the Legislature of New Jersey has introduced a bill to repeal the charter of the Delaware and Raritan Railroad Company. It was only a member of the Legislature that introduced the bill.

Mr. Woodbridge.—Mr. Speaker, a man may generally be known by the company he keeps. It is true that the repealing bill was introduced by a member of the Legislature of the State of New Jersey, and I have no doubt, from what I hear, that the Legislature represents the interest of the Camden and Amboy railroad. Why is it, sir, that one man, independent enough in the Senate of New Jersey to break away from the trammels of this monopoly, is denounced by that dictatorial, domineering speech? Why is it that we are told in his speech, that which leads us to believe that this monopoly interferes with the primary elections in the State of New Jersey; that it designates who shall be legislators; that it approves or taboos the bills brought before the Legislature; that it nominates candidates to Congress, and elects them too? Why do we hear this? It is sir, because of this partnership between the State of New Jersey and the

Camden and Amboy Railroad Company. The railroad company says, "I will not yield to my lips in truth, even to the indignation of a respectful protest to Congress, to intimidate them from trampling upon your rights and upon our sovereign will."

Mr. Rogers.—I ask the gentleman to permit me to interrupt him.

Mr. Woodbridge.—Certainly.

Mr. Rogers.—Does the gentleman from Vermont undertake to say that the Camden and Amboy Railroad Company elect members of Congress from New Jersey?

Mr. Woodbridge.—I think that that is the belief.

Mr. Rogers.—I only want to say that there is not a word of truth in that declaration. If he is a gentleman he ought not to get up here and make a remark of that character. That assertion is false. The gentleman has nothing to do with the election of members of Congress from New Jersey.

(We hope our readers will stick a pin here, especially those Republicans who believe the Camden and Amboy Railroad Company will give us the State next fall if we will advocate their cause. Ed. Rev.)

Mr. Woodbridge.—I have respect for the gentleman from New Jersey. He comes here under the broad seal of that State, which he says is so sacred that we ought to respect it. He has come here, I have no doubt, to act as an honorable gentleman. I have no doubt he does so act. He is quite a young man yet, and I take his statement as true to the best of his information and belief. I have information which I consider equally good as that of the gentleman from New Jersey. It comes from a gentleman who states the facts to me that I have stated to the House; that the conventions which nominate members of Congress in New Jersey, are attended by the representatives of the Camden and Amboy Company, and that they put their foot upon this man or raise up that man as he may best serve the purposes of the monopoly. That I believe to be true.

Now, sir, I will not detain the House. I know that they do not wish to hear any more on the subject. I have discussed the legal point. I am satisfied in my own mind of the power of passing the pending bill. I am satisfied of its expediency on my integrity as a member of the House; and believing, as I do, that Congress has the power, and that the interests of the Government require its passage for free commercial intercourse between the great States of New York and Pennsylvania, I shall give it my support.

THE GIFT BY THE WAYSIDE.

The old farm house clock had just struck seven, and over all the hills the purple vapors of twilight were coming down, making spicy odors among the sweet farns in the pastures and the wild grapes ripening in the woods, a whippoorwill sang sadly on the mossy rails of the broken down fence and chirped shrilly through the morning glory leaves about the window.

Seven o'clock called Silas Miller, just as though he had not been watching that slow, creeping minute hand for the last half hour. "He will be here, now, my boy will soon be here."

What a strong softening of the rugged features, what an unthought-of quiver of the harsh voice there was when he uttered the two words "My boy." Yes, it was his boy who was coming home from the smoke of half a dozen battle fields; no wonder that the thought sent a thrill through his iron nature. His soldier—his hero.

"Surely I ought to hear the stage horn," he said feverishly pacing up and down the narrow path, where the maple leaves lay like a carpet of pale gold. "Listen, Sybil, don't you hear it?"

It's too early yet, father.

The light figure came stealing out to his side, and both together leaped over the garden gate, going into the open gloom of twilight with a wistful, searching gaze.

She was not prettier than many another New England girl, yet there was a delicate type of beauty in her face and form that belonged as much to the "frozen North," as its pine forests and cliffs of eternal snow.

Pale brown hair, with aureate lights crossing its surface at times, eyes like the blue larkspur, and lips that had stolen the dewy crimson of the wild rose; in pearls and blue crapsy Sybil Miller would have been a beauty; in her dress of gray gingham she was far nobler.

Suddenly the old man started and uttered an indistinct, glad cry.

"It's he, Sybil, don't you see, beyond the elder bushes? Child, don't hold me back, let me go and meet my boy."

"No father, you are mistaken; it is not Laurence. Laurence is shorter by half a head, and that is not his quick, buoyant step."

"You are right Sybil," said Silas Miller almost petulant. "Why do these vagrant soldiers go wandering by, giving folks such a start? It was only this morning that a beggar disgracing—I won't say wearing—the United States uniform, came by and had the audacity to ask me for money."

"Did you not give him something?"

"Give him something?" repeated Silas angrily; "I'd have seen him starving first. I have no patience with these strolling beggars. Here's another of the same kind, I suppose. No my man, you needn't trouble yourself to repeat your pitiful story."

For the tall figure, with halting step and coat thickly powdered with dust, paused in front of the gate, and Sybil could just discern the dark piercing eyes, and a forehead curiously traversed by a crescent shaped scar, apparently newly healed.

"I have nothing for you," said Silas sharply. "Yes, yes, I know what you would say, but it's no use. If you are deserving, the proper authorities will take care of you, and if you are not, the jail is the best place for you. Don't tell me what you want; what have you done with your bounty money and your pay, if you are really what you pretend to be—a soldier?"

Even through the twilight Sybil could see the scarlet flush rising to the scarred forehead.

"Sir, you are mistaken. I did not beg. No, you'd prefer to play the bully, I've no doubt. But I am not a proper subject for you, so be about your business my man."

The soldier turned silently away, with step more depressed, and passed slowly in to the gathering dusk.

"Father," whispered Sybil, reproachfully had you not forgotten that our Laurence,

had happened to you, Laurence? Oh, when I waked this morning it seemed as if a dream that you had come back to me in very truth."

The bronzed, handsome young soldier looked smilingly down into the radiant face that nestled against his shoulder, and a serious shadow stole into his eyes.

"I can tell you, it came near being more than a dream once or twice. I have had more hair-breadth escapes than you know of, little sister. I did not tell you, did I, of that little skirmish at the Potomac, where I stood face to face with death, and my death, too, at the point of rebel bayonets, when some brave fellow charged down on them, and saved my life with his right hand."

"Who was it, Laurence?" said old Silas with trembling lip and dilated eyes. I would give my best wheat field to grasp that right hand."

"I don't know—I never came across him again. Probably he was in some other regiment. All I know is that he had dark, curly black eyes, and an old scar on his forehead showed exactly like a Moorish forehead."

"And a straight nose, and a heavy black moustache interrupted his sister."

"Exactly."

"Father," said Sybil, turning with sparkling eyes and crimson cheeks to where Silas Miller sat, "the wandering soldier, whom you turned from your door last night, was the man who saved our Laurence's life."

Silas rose up from his chair and took an uneasy turn across the room and back to the fire, his feet working strangely.

"It can't be helped now, said he, with a trembling voice, but it's the best soldier I'll ever send with empty hands from this door. The man who saved our Laurence's life? Oh, Sybil, if I had only listened to your words."

But she never spoke of the little lucky piece of gold. She fancied it might look like ostentation, this thy, lustreous little wild fowl of the hills.

"My Sybil going to be married among the fine folks down in Boston? Well I suppose I might have expected it, and yet it does seem kind of hard," soliloquized Silas Miller, dropping the happy little letter in his lap, and looking through dimmed spectacles upon the snowy, sun-bright hills. "I wonder who it is. I should like to see the man that is going to marry Sybil Miller."

Silas would have been a proud man could he have beheld his pretty daughter that self same night in her white evening dress, with scarlet geraniums lighting up her brow and glowing on her bosom. No wonder that Captain Leslie's face brightened with grave quiet pride as he looked down on his fair betrothed. "Sit down here, dearest, in this quiet little parlour room," he said, with caressing authority. "I can't waste your sweet eyes and sweetest words with all the world any longer. I must have you all to myself for awhile."

She looked up with a blushing smile, then down again.

"Well?" he asked, as if she had spoken.

"I was wondering, Allen—that scar on your forehead."

"What of it?"

"Why, it is such a singular shape, almost a half circle. I never saw but one like it before."

"Did you not? And where was that?"

"A poor soldier passed our gate once with just such a scar on his forehead—and—"

She paused, for Allen Leslie had quietly taken from some inner receptacle in his coat a tiny piece of gold with a narrow piece of blue ribbon passed through it. He held it smilingly up.

"Do you know who gave this to me?"

"Gave it to you, Allen?"

"To me, a footsore, weary wanderer, who had missed his way among your tangled roads. You fancied me a beggar; it was not so. I had money, position and friends; yet I stood sorely in need of a word just then, for my brain was throbbing, my limbs weary, my wounds were aching. That foot march cost me a weary fever. Yet I do not regret it, for—"

He took her hand tenderly into his, and added—

"For, although I might have known my Sybil was beautiful, yet had it not been for that blue-ribboned piece of gold, I never should have known how good and true she was."

"What are you drunk again? No, my dear, not drunk, but a little shabby. The fact is, my dear, some scoundrel has been robbing my boots, until they are as smooth as glass."

"A hoosier paper contains an editorial notice that marriage and death will not be published unless authorized by some known name, and that they should be delivered in person. I may be troubled then for those who visit their relatives in places inserted to find them in the neighborhood."

REPUBLICAN. Absecon, April 28th, 1864.

Local and General Items. The following dispatch we take from the Acquirer of Thursday...

UNION STATE CONVENTION. The friends of the Union and the National Government...

Record of the Week. FRIDAY, APRIL 22d. A rebel force of about 1,000 strong attacked Plymouth, N. C., on Sunday last...

At the Carriage Shop of Bessy's. A new market and Express Wagon gotten up in the best of style...

FOR SALE. A new market and Express Wagon gotten up in the best of style and suitable for two horses...

DEATHS. KENDRICK. In this village on Monday evening, 24th inst., Mrs. SARAH A. aged 54 wife of Mr. JOSEPH C. KENDRICK.

ATTORNEY AT LAW. JAMES M. SCOVILL, Master & Examiner in Chancery, 113 N. 3d St., Camden, N. J.

W. WRIGHT, M. D. ELECTRIC PHYSICIAN & SURGEON. Solely located in this village on Monday evening, 24th inst., Mrs. SARAH A. aged 54 wife of Mr. JOSEPH C. KENDRICK.

NOTICE. All persons having claims against the estate of the late JOHN B. BAKER, deceased, are requested to present the same to the undersigned...

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GERMAN BITTERS. DR. C. M. JACKSON, Proprietor.

DRUGS. HOOPLAND'S GERMAN BITTERS. WILL CURE EVERY CASE OF CHOLERA OR MALARIAL FEVER, DYSPEPSIA, AND JAUNDICE.

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WATERBURY AND COMPANY'S GOLD AND SILVER WARE.

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SOUTH JERSEY REPUBLICAN.

It is interesting to note that the history of the State of New Jersey is a history of the struggle for the right of the people to elect their own representatives...

The plants originally grew upon a brown, sandy soil, and experiments have shown that crops from such soil are not so healthy as those from a rich, loamy soil...

The importance to the country of simple means of communication between New York and the Atlantic coast, and Philadelphia and the national Capital, and the southern States, is a national question...

Another reason for the thorough pulverization is in the fact that the seeds frequently lie in the soil, and are not so exposed to the action of the air and light as when they are sown in the ground...

It is found, however, that land on which corn can be raised, will produce good crops, even when worn out by other crops. Indeed, the corn seems to thrive quite as well on worn out land as on any other...

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SOUTH JERSEY REPUBLICAN.

The Presidential election took place in this State, as in all the other States, on the 4th of November last. The result was a triumph for the Union and National Government...

The late enactment concerning chaplains in the military service, which shall be placed near the surgeons, on the regimental rolls, that they have quarters at hospitals and post-houses, and that they shall be paid for their services at the same rate as the other officers...

The railroad employees handling freight in New Jersey are on a strike for higher wages. They demand two dollars per day...

New Jersey has opened a new trade with South America. Twenty-five tons of white-cotton cloth have just been shipped from Sussex county to that market...

The New York World predicts that Gen. Grant will carry out the plan of Gen. Sherman, and that he will do more than Gen. Sherman ever did himself...

The Chicago election resulted in the choice of Brown, the Union candidate, over Hancock, the Nationalist candidate, and a victory for the Union and National Government...

Colt's pistol factory, lately burned at Hartford, Conn., is nearly completed, and the building will, when done, be completely fire-proof...

John C. Heenan is in London. He has fled from the light with King in the streets. He has never been well since the day of the latter. It is thought he will never recover...

The War Department has ordered the Veteran Reserve Corps of Ohio to report to General Grant for duty. This corps is to be put into the field every man fit for service...

At the McClellan meeting at the Cooper Institute the other night, the Commercial Advertiser says it was observable that the Union and National Government were the only ones who were not present...

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PROSPECTUS OF THE SOUTH JERSEY REPUBLICAN

A FAMILY NEWSPAPER, PUBLISHED WEEKLY AT Absecon, Atlantic County,

NEW JERSEY. Devoted to Politics, Education, Morality and Literature.

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AS AN EDUCATIONAL JOURNAL, We shall seek to promote the true interests of education in every possible way.

AS A MORAL PAPER, Though not what is known as a religious journal, we shall ever be found on the side of morality, integrity and virtue.

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TEAS, BUTTER, COFFEES, SPICES, SUGARS, PORK, LARD, HAMS, &c., &c., &c.

LOWEST CASH PRICES. FLOUR, FEED, and GRAIN constantly on hand.

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Of whose large and small Bibles, in various styles of bindings, Testaments, large and small; Testaments and Psalms; Books of Psalms, and Books of Proverbs, in different languages, may be obtained at cost, or on easy terms.

A drunken fellow sitting on the steps of a church in Boston, the cold wind blowing chillingly round the corners of heaven (sic) tempered the wind to the (his) shorn lamb, I wish the lamb (his) was on this corner.

It was a very anxious that the man should be kept from the parsonage, and he was saying with all the earnestness of a man, that his home was not a place for a man like him.

It was a very anxious that the man should be kept from the parsonage, and he was saying with all the earnestness of a man, that his home was not a place for a man like him.

COOK'S SUGAR EVAPORATOR, THE BEST EVER INVENTED. ELVINS & BRO., HAMMONTON, AGENTS FOR ATLANTIC AND ADJOINING COUNTIES.

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MANURES! MANURES! FARMERS PLEASE TAKE NOTICE! TASKER and CLARK, Phosphatic Fertilizer.

OUR MEAT AND BONE COMPOST, made from refuse Meat and Bone, from the Slaughter House, is well adapted to promote the growth of Corn, Potatoes, Turnips, &c., &c.

HAIR MANURE, A cheap and strong Fertilizer for the Root Crops. Price \$20.00 per ton.

FISH'S LAMP HEATING APPARATUS, Boiling - Heating - Steeping - with the flame that lights the room.

By the flame of a common lamp, at the cost of a cent's worth of oil, you can have a comfortable breakfast cooked in ten minutes.

PRICES FROM TWO TO SIX DOLLARS. Capacity from one to four quarts. Three articles cooked at one time with one burner.

THE UNION ATTACHMENT, To be attached to a common Kerosene Lamp, or Gas Burner, by which water may be boiled, and food cooked; also arranged to support a shade.

GROCERIES CHEAP FOR CASH, ELVINS & BRO., DRY GOODS CHEAP FOR CASH, ELVINS & BRO.

BOOTS AND SHOES of all descriptions cheap for cash. ELVINS & BRO., HAMMONTON

ELVINS & BRO., Goods of all descriptions: good as the best, cheap as the cheapest. ELVINS & BRO., HAMMONTON.

FINKLE & LYON'S SEWING MACHINES. These Machines make the lock-stitch alike on both sides, and use less than half the thread and silk than the single or double thread loop-stitch Machines do.

SEWING MACHINE is use to the frequent changes and great variety of sewing required daily, for they will sew from one to twenty thicknesses of Marcellas without stopping, and make every stitch perfect, or from the finest gauze to the heaviest beaver cloth, or even the stoutest birch leather, without changing the feed, needle, or tension, or making any adjustment of Machine whatever!!!

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FOR NEW YORK. Leave Jackson, 10.55; Atison, 11.30; Harris, 12.00; Shamong, 12.25

FROM NEW YORK. Leave New York, 6.45; Jersey City, 7.15; Newark, 7.45

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