ıe Huntingdon Journal.

dnesday Morning, March 22, 1871.

EADING MATTER ON EVERY PAGE.

LOCAL AND PERSONAL.

MEETINGS.

. MORIAH LODGE, No. 200, A. Y. M., meets second Mon- evening of each month, in Brown's building.
ANDING STONE H. R. A. CHAPTER No. 201, meets the Tuesday evening of each month, in Brown's building.
NIATA LODGE, No. 117, I. O. O. F., meets every Friday ing, third floor, Leister's building.
OUNT HOR CAMP OF I. O. O. F., meets every second and th Tuesdays, third floor, Leister's building.
SKAPAHOR TRIBE, No. 68, I. O. of R. M., meets every sday evening, third floor, Leister's building.
OUNG MEN'S CHRISTIAN ASSOCIATION meets the first and l Monday evenings of each month, in Smith's building.
ORT 33, G. A. R., meets third Monday of each month in t House.
OWN COUNCIL meets the first Friday evening of each th.
UNTINGDON LODGE, No. 149, K. of P., meets every Sat- ay evening, in Smith's building.
UNTINGDON TEMPLE OF HONOR, No. 71, meets the fourth day of each month in Good Templar's Hall.
HE WEBSTERIAN CLUB meets every Thursday evening, ıo Y. M. C. A. rooms.
UNTINGDON COUNCIL, O. U. A. M., meets first and third sdays of each month in Good Templar's Hall.

CHURCHES.

aptist Church—Washington street. Rev. J. W. Plan- r. Services on Sabbath: 10½ a. m., 7 p. m.
tholic—Washington street. Rev. P. B. O'Halloran. ices first three Sundays in every month.
vangelical Lutheran—Mifflin street. Rev. J. J. Kerr. rices on Sabbath: 10½ a. m., 7 p. m
erman Reformed—Church street. Rev. S. D. Steckle. rices on Sabbath: 7 p. m,
ethodist Episcopal—Church street. Rev. M. K. Foster. rices on Sabbath: 10½ a. m., 7 p. m.
rotestant Episcopal—Hill street. No Pastor.
resbyterian—Hill street. Rev. G. W. Zahniser. Ser- s on Sabbath: 11 a. m., 7 p. m.

RAILROAD MEETING AT MOUNT ION.—At a large and respectable meeting of citizens of Mount Union, and Huntingdon nty and vicinity, held at the American use, on Tuesday evening, the 14th inst—object of the meeting, to wit: the extend- of aid and encouragement to the Miramar n Company in their effort to develop the st mineral resources of this region of the ate, was briefly stated by John Dougherty, q., when, on his motion, Dr. George W. ompson, Chief Burgess of Mount Union, s called to the Chair, and John H. Light- r, Esq., of Shirleysburg, appointed Secre- y.

Col. Daniel V. Ahl, the President of the mpany, then explained to the entire satisfac- n of all present why the surveys in this re- on were made by this company. He ex- essed to the meeting his acknowledgment Senator Petrikin for the interest manifested him in behalf of this enterprise. The eeting was then addressed by General A. L. assell, of Harrisburg, Captain Joseph Mifflin, ief engineer of the company, Rev. Mr. orehead and John Dougherty, Esq., of ount Union, showing the facilities which the fered for the construction of a railroad and e great importance of the contemplated aks as parts of a great through route be- een the East and West.

It was then on motion of Mr. Dougherty, *esolved*, that specimens of the various ores the district be sent to the Executive at arrisburg, and to his Honor Mayor Brush, Pittsburg, to enable the iron men of the tate to examine for themselves the kind and uality, of mineral wealth which this region ossesses.

The following letter from his Excellency ohn W. Geary, which, although intended for meeting contemplated to be held at the urnt Cabins, in Fulton county, was then ead by General Russell at the request of ol. Ahl, for the information of the meeting:

EXECUTIVE CHAMBER,
HARRISBURG, March 9, 1871.

Messrs. D. V. Ahl (President,) Cuyrus effries, James Kelly, John Dougherty, Committee of the Miramar iron and railroad company: GENTLEMEN—I am in receipt of your ind invitation to attend the forthcoming neeting of your company. It would afford ne great pleasure to be with you at the time nd place you indicate; but pressing official uties demand my constant presence in Harisburg. The objects contemplated by your ssociation command my warmest sympathies, nd you may be assured of my hearty co peration wherever it will tend toward their ttainment.

* * * * * * *

The purpose of your company is to open another enterprise for the still further development of the immense coal regions of Pennsylvania. Beneath your feet is a mineral deposit of great thickness and immense value, which has heretofore been untouched by the enterprise of man. Situated between the Juniata and the Potomac rivers, the Baltimore and Ohio and the Pennsylvania railroads, this valuable mineral region has remained undeveloped until now. Its richness has as yet been unfelt in the vast aggregate of Pennsylvania's material products. But commercial rivalry has had its day—the greed of one section being no longer able or willing to stay another from enjoying the advantages afforded by the open markets of the country. Washington, Baltimore and Philadelphia, no longer jealous of the expanding powers of each other, will henceforth unite in a cordial mutual effort to make this region what Philadelphia, New York and Boston have made of the coal fields of the Schuylkill. To open up this field for the Pennsylvania railroad at Mount Union to Mount Pleasant iron-works, thirty-two miles of railroad must be made, by which a continuous railroad connection will be secured from Clearfield, in this State, via Cowan's Gap and Hagerstown to Washington city and Baltimore, and to open a short and direct route fom New York through the anthracite coal fields and the Broad Top coal basin to Cincinnati and Pittsburg, via the East Broad Top and Connelsville railroad, a short link of twenty miles would unite in one chain much of the tonnage and travel from the capital of the United States to the Canadas, as well as from Connelleville and Baltimore and Ohio railroads to Philadelphia.

By this route facilities to a splendid market would be opended eastward and southward for the East Broad Top coal. At the same time, from the same enterprise, the great centre of the iron manufactories of the country would receive additions to its property by the new demands which would be made for its products. Here are deposits in close proximity, the levant, the fossiliferous and hematite iron ores, bituminous and semi-anthracite coal, auroral and scalient limestone. Here are found abundant water powers and a productive agricultural region, heretofore destitute of efficient outlets to markets; and in the midst of the great grass belt, the source of unfailing fertility, with a climate almost unsurpassed in beauty and salubrity. All these magnificent natural advantages are the gifts of God to man. It is for your energy to make of them the blessings which they were designed to be by their Creator; and when you have tested your ability in improving and developing this great region of wealth you will only realize the greatness of your power and the extent of your possession. It is on this account that I regard your railroad enterprise as one of the most important ever attempted in the State.

The area of the Broad Top coal fields is eighty square miles. The coal is semi anthracite, makes more steam, it is alleged, by forty per cent. than any other coal, and can be used without coking for smelting ore. It is admitted by all practical men to be very desirable for fuel. These qualities will not fail to give it great attraction in the market.

Broad Top is sixty miles nearer Baltimore by the Western Maryland railroad than is Cumberland. From East Broad Top coal basin to the Pennsylvania canal at Mount Union there will be a saving of twenty-five miles, as compared with the Huntingdon and Broad Top railroad, while this field is nearer tidewater by thirty miles than are the Allegeny coal treasures. Every foot hill in this region is rich with deposits of fossiliferous ore.

I repeat these are the advantages insured to you by the locality which has been selected as the theatre of your enterprise. As you prosecute that enterprise to its extent, will you realize the value of these advantages; and as you are brought fairly into competition with like resources in other parts of the country, I do not fear but you will bear away your full share of prosperity. I consider it my duty, both as a civil officer and a citizen, to encourage railroads wherever there is the capital to pay for, and the trade to support them. They are the arteries through which pass the true blood of business, health and the more such channels we create, the greater is the increase of business in every direction.

I have read with great interest your letter to the chief burgess of Mechanicsburg, by which I learn it is your purpose, in connection with this enterprise, to construct a road along the base of the South mountain to connect with the Cumberland Valley railroad, affording thereby facilities for the development of that region, which is known to abound in immense beds of magnetic hematite and other ores.

With renewed assurances of my warmest sympathies for the success of your laudable undertaking and of my personal regard, I am, gentlemen, very respectfully and truly yours,
JOHN W. GEARY.

At the close of the reading of this letter, it was, on motion, resolved that the thanks of the meeting be tendered his Excellency Gov Geary, for the interest manifested in the welfare of this region and the development of its resources.

It was also resolved that Col. Ahl be requested to have a survey made of the shortest and best route from Mount Union to East Broad Top.

On motion the meeting adjourned.
GEO. W. THOMPSON, Prest.
JOHN H. LIGHTNER, Sec'y.

HUNTINGDON AS A MANUFACTURING POINT.—Several gentlemen, who have given the subject considerable attention, furnish us the following facts in regard to Huntingdon as a manufacturing point:

The population of the borough and suburbs, is about 3,500. It is located on the Juniata river, at the junction of the Huntingdon and Broad Top R. R., with the Penn'a. R. R. 201 miles west of Philadelphia, and 153 east of Pittsburgh. The Pennsylvania Canal extends through the borough, and affords cheap transportation to and from the seaboard, the Anthracite regions, and other parts of the interior of Pennsylvania and New York.

Two distinct and well developed veins of Fossil, and deposites of Hematite ore extend all along the base of Tussey Mountain, parallel to which the B. T. R. R., passes at distances varying from one to three miles. These ores are now mined, and delivered by wagons, to the B. T. R. R., at M'Connellstown, 5 miles; Pleasant Grove, 7 miles, and Marklesburg, 12 miles from Huntingdon, and carried to Johnstown, Hollidaysburg and Bennington, by Pennsylvania R. R. and Canal to Danville. The ore land at these points is owned by numerous persons, principally the farmers of the vicinity and leases can be obtained at moderate rates. A tram-road from M'Connellstown, to and along the base of the mountain, could be cheaply constructed and would materially reduce the present cost of ore. At and beyond Marklesburg, R. Hare Powell, Esq., is now running drifts and tram-ways, with the intention of locating Furnaces, on B. T. R. R., near the ore, or at Huntingdon, as may, upon a full inquiry in regard to procuring a variety of ores, access to other coal regions, sites, water, &c., to be found most expedient. Mr. Powell expects to have such a large supply of ore from the drifts he is now making and others in contemplation, that he will have ore to sell. Near Bloody Run, on the Broad Top Railroad, the Fossil and Hematite ores are in close proximity, and the Kemble Coal and Iron Company, obtain their supply here, at a cost of $2.09 per ton including freight. Beyond Bloody Run lies a region exceedingly rich in iron ores, and which is now being developed by the Bedford and Bridgeport Railroad, which it is expected will be finished by the Fall of 1871.

In addition to the foregoing ores, accessible by the Broad Top Railroad, ores of different varieties, valuable for mixing and manufacturing superior iron, are accessible by both Pennsylvania Railroad and Canal, within short distances, east and west of Huntingdon; among these are the well-known Springfield and Dorsey Hematite ores, and the ores in the vicinity of Mt. Union and Newton Hamilton, all of which are now mined, and some of them for distant furnaces.

Broad Top Coal, which makes good coke, can be obtained by railroad, at an average distance of 50 miles, while the Philipsburg and Allegheny Mountain Coal, both excellent for iron making, are accessible by P. R. R., at slightly enhanced distances.

Limestone of superior quality is found in bluffs immediately upon the Canal and P. R. R., for indefinite distance, commencing 2½ miles west of Huntingdon, and almost every station on the Broad Top Railroad.

Fire Brick of superior quality are now made in large quantities at Sandy Ridge, in the same vicinity as the Philipsburg Coal, before mentioned, 38 miles from Huntingdon by Pennsylvania Railroad.

Sites can be had near or within our borough limits, of equal or greater advantage than that of Riddlesburg, in regard to access by Railroad or Canal, dumpage, water, disposal of cinder, (at one the cinder can be used in erlarging the site to the extent of two or more acres,) and other minor particulars.

The success of the furnaces now in operation at Riddlesburg, on the B. T. R. R., demonstrate, we think, that iron can be made cheaper in this region than, perhaps, any other in in the United States; and taking into consideration our location, facilities of obtaining a variety of ore, coal from three nearly equidistant regions, proximity to limestone, good markets, school, churchs, and other incidents of a thriving town on the main line of railroad; we claim for this particular point—Huntingdon—a decided advantage.

Estimated cost of Pig Metal at Huntingdon.

2 4-5 tons ore, costing	$7 32
1 3 4 " coke,	7 00
1 3-10 " limestone, costing	80
Labor and Repairs,	4 35
Coal, &c., for engine,	24
Total cost per ton of Iron,	$19 71

The foregoing calculation is the result of careful inquiry, and we feel confident that it is substantially correct, at present prices, and can be reduced when the business shall be fairly developed.

The principal items of expense in operating rolling mills, are labor, and the fuel used in puddling, and producing steam power for machinery. As regards labor of this kind, it commands about the same price all over the country, except in cities, where it is enhanced by high rents and cost of living. With respect to the item of fuel, there could be no better point than Huntingdon, as it is the central point for the raw materials used, viz: Bituminous coal and pig metal. Nearly all the rolling mills east of us, even to the seaboard, are operated with bituminous coal, a very large proportion of which comes from this immediate vicinity, costing when delivered to them, $3.50 to $6 per ton, while it can be delivered in Huntingdon, in large quantities at less than $2.00 per ton. The saving of transportation alone would make a handsome profit on rolling iron, while the reputation of the ore produced in the Juniata region, and the great facilties for transportation in every direction, would give it an excellent market from the start. The same reasons which apply to manufactured iron would make this an advantageous point for almost any branch of industry requiring steam power.

Prints and Muslins a full stock from 6 cents per yard up at 732 & 734 Hill street.

TEMPERANCE APPOINTMENTS—EDITOR HUNTINGDON JOURNAL—*Dear Sir.*—Arrangements have been made with H. D. M'Gaw, of Pittsburgh, to lecture on the subject of Temperance in this county.

Will you please publish the appointments in your paper, you will confer a favor on many of your subscribers, and give aid to a good cause.

Spruce Creek, Thursday	March	23d.
Barree, Friday	"	24th.
Petersburg, Saturday	"	25th.
Huntingdon, Monday	"	27th.
Mill Creek, Tuesday	"	28th.
Mapleton, Wednesday	"	29th.
Mt. Union, Thursday	"	30th.
Shirleysburg, Friday	"	31st.
Orbisonia, Saturday	April	1st.
Cassville, Monday	"	3d
Broad Top City, Tuesday	"	4th.
Coalmont, Wednesday	"	5th.
Marklesburg, Thursday	"	6th.
McConnelstown, Friday	"	7th.

Mr. M'Gaw has been in the lecture field for years. He is an able lecture, and we bespeak for him a large audience. Let the people young and old, turn out, and we are sure they will be pleasantly and profitably entertained.

All admitted free.

A. H. WEIDMAN, D. R. FRY, } Dis. Dep's.

NUMBERING THE HOUSES AND CHANGING THE NAMES OF STREETS.—An ordinance was passed and approved on the 3d inst., which changes the names of a number of the streets of this place, as follows, viz:

The road known by the name of Standing Stone Creek Ridge road from its intersection with Hill street northward to the line between the borough and Henderson township is to be called First street; St. Clair, Second street; Smith, Third; Montgomery, Fourth; Bath, Fifth; Franklin, Sixth; Charles, Seventh; the road from the north-eastern end of the of the upper bridge over the Juniata, in a north-eastern direction to the Pennsylvania Canal, thence to the angle in Washington and Fulton streets, extending from Washington to Mifflin is to be called Eighth; Chestnut, ninth; Walnut, Tenth; Spruce, Eleventh; Pine, Twelfth; Locust, Thirteenth; Cypress, Fourteenth; Anderson, Fifteenth; Grant, Sixteenth; Scott, Seventeenth; Lincoln, Eighteenth, and Jackson, Nineteenth. Allegheny street is extended along the Pennsylvania railroad to the creek and westward to the intersection with Eighth street near the upper bridge over the Juniata. Hill street from Second street west-wardly along the turnpike as laid out in the plans and additions of the borough. The road from the eastern end of Church street, up the valley of Standing Stone Creek is called Standing Stone Avenue.

The road from the northern end of Franklin street is called Warm Spring Avenue. The towing path of the Pennsylvania Canal is named Canal Avenue. The street known as Dorland street is called Oneida street.

All lots are required to be divided into spaces of 25 feet and to be numbered:

Commencing on the north eastern side of Hill street, at the south eastern line of the borough, the first space to be designated No. 1; second space, No. 3; third space, No 5, &c.; the spaces on the opposite side of the street, to be designated by the alternate numbers, 0, 2, 4, 6, &c., in such manner that in passing north westward, each cross street shall begin another hundred, corresponding with its numeral. On the streets running at right angles from the river; 100 shall commence at Allegheny street; 200 at Hill street; 300 at Washington street; 400 at Mifflin street; 500 at Church street; 600 at Moore street, and 700 at Oneida street. The numbers 1, 3, 5, 7, &c., shall be alloted to spaces on the north western side, and the alternate numbers 0, 2, 4, 6, 8, &c., to spaces on the southeastern side of said streets.

The owner or occupant of any public building, dwelling house, office, store, shop, or other house or building, occupied or used in carrying on any trade or business, fronting or having an entrance upon any public street, is required within sixty days from and after the passage of the act, to cause to be erected or or painted on some conspicuous part of the front entrance to such house or building, the number or numbers of the space or spaces, upon which such house or building stands; to be designated by figures not less than one and a half inches in height.

And if the owner or occupant of any house or building shall refuse or neglect to cause a number to be placed thereon, or the entrance thereto, as required, or, in case a number has been placed thereon, shall neglect to keep the same in a legible condition, he shall be subject to a penalty of five dollars, together with the cost of erecting such number or placing the same in proper condition, to be recovered before any one of the Burgesses, as like fines are recoverable.

And before any building is erected or completed, after the passage of the act, fronting or having an entrance upon any public street, shall be occupied, the owner thereof shall cause to be placed upon said building or entrance, the number or numbers allotted to the space upon which such building stands; and in default thereof for thirty days, after the occupation of such building, shall be subject to the penalty prescribed in Section 5, of the Act.

Those celebrated little Yara Segars for sale at McKiernan's, near Broad Top Corner. 15.2t

JURY LIST—APRIL TERM.

GRAND JURORS.

William Appleby, farmer, Dublin
William Africa, shoemaker, Huntingdon
Samuel Beaver, farmer, Penn
John B. Donaldson, laborer, Hopewell
Andrew Gleason, merchant, Carbon
Robert Given, farmer, Walker
Mord Gaghagan blacksmith, Huntingdon
M. S. Harrison, tinner, Shirleysburg
James Hutchison, farmer, Henderson
Henry Hudson, surveyor, Clay
Wm. Hardy, laborer, Jackson
Joel Isenberg, farmer, Cromwell
Thomas Irvin, farmer, Union
Christian Long, gentleman, Huntingdon
Joseph Miller, farmer, Shirley
James McElroy, clerk, Porter
Robert Oakman, farmer, Union
Alex Ramsey, farmer, Springfield
Alex Rouse, farmer, Tell
John Stonerod, carpenter, Warriorsmark
Jonathan Wilson, farmer, West
George Walker, tinner Huntingdon
D. L. Wray, clerk, Franklin
Henry Wilson, farmer, Oneida

TRAVERSE JURORS—FIRST WEEK.

Alex Armitage, carpenter, Huntingdon
Peter N. Burkett, farmer, Warriorsmark
Wm Bollinger, farmer, Clay
Samuel Buck, farmer, Springfield
Alex Briggs, farmer, Tell
Daniel Berkstresser, tanner, Shirley
Isaac Brumbaugh, farmer, Cass
Abram Crothers, Inn keeper, Orbisonia
Richard Colegate, J. P., Shirley
Wm Clymans, constable, Dublin
Edward Couch, farmer, Barree
Andrew Chaney, farmer, Barree
James Clayton, farmer, Tell
John Cunningham, farmer, West
John M Donaldson, farmer, Lincoln
John C. Dixson, collier, Warriorsmark
Ephraim Doyle, cabinetmaker, Shirleysburg
A. W. Evans, J. P. Cassville
Isaac Enyeart, farmer, Cromwell
Abram Grubb, farmer, Penn
Isaac C. Gorsuch, blacksmith, Brady
John Gensimore, farmer, Warriorsmark
John Griffies, farmer, West
Luther Hileman, farmer, Cromwell
James Henderson, farmer, Cassville
Frank Harrison, tinner, Mt. Union
David Hamilton, farmer, Cass
Adam Hester, farmer, Clay
Allison Heeter, laborer, Mapleton
Frederick Harmony, farmer, Shirley
John Hamilton, Carpenter, Coalmont
John Hutchison, farmer, Warriorsmark
Emanual Herncame, farmer, Shirley
Thadeus Jackson, farmer, Barree
George Kimberland, farmer, Cromwell
J. Lamberson, merchant, Huntingdon
G. W. Lamberson, farmer, Springfield
Samuel Lutz, farmer, Shirley
Thomas J. Miller, farmer, Barree
Dennis McHugh, boss miner, Carbon
John F. Mesinger, farmer, Clay
John Randolph, laborer, Jackson
Benedict Stevens, J. P., Springfield
John A. Spangler, farmer, Cass
A. W. Swoope, J. P. Mapleton
M. L. Shaffner, farmer, Brady
Edward Thompson, farmer, Juniata
John Whitehead, coal operator, Carbon

TRAVERSE JURORS—SECOND WEEK.

Andrew Anderson, farmer, Porter
William Burket, farmer, Warriorsmark
William Christy, J. P., Alexandria
Sterrett Cummins, farmer, Jackson
David Cunningham, farmer, Jackson
Daniel Curiman, farmer, Clay
Stewart Corbett, farmer, Lincoln
James G. Crothers, farmer, Brady
Andrew Crotsley, farmer, Cass
Wil ham Decker, farmer, Jackson
James Duff, mason, Jackson
Michael Fogle, farmer, Dublin
John Flenner, gentleman, Huntingdon
James Gleason, merchant, Carbon
Carmon T. Green, butcher, Barree
Geo. W. Walley, farmer, Cromwell
Mordecai Henry, farmer, West
Richard D. Heck, farmer, Cromwell
Jacob Hoffman, tanner, Mt. Union
Jacob H. Isett, farmer, Penn
R. U. Jacob, coal dealer, Huntingdon
John Ketterman, farmer, Lincoln
Lewis Knode, farmer, Porter
John Minnick, tanner, Dublin
Hugh Madden, farmer, Cromwell
H. L. McCarthy, gentleman, Huntingdon
Abraham Megahan, J. P., Penn
Charles McGill, farmer, Penn
Abraham Pheasant, farmer, Cass
William Reed, saddler, Penn
James Rhea, J. P., Tell
Joseph L. Replogle, farmer, Porter
David Reybold, shoemaker, Warriorsmark
J. P. Stevens, farmer, Clay
John W. Scott, founder, Tell
Adam Warfel, blacksmith, Brady

C. E. McKiernan (successor of J. Lansberson,) has the finest brands of tobacco, cigars, snuffs, &c., at Broad Top corner. March 1st, 2t.

CHIEF engineer Wilson, of the Pennsylvania Railroad, has issued notices to contractors for the grading of the Morrison's Cove Railroad from McKee's Gap, to Martinsburg. We understand the work is to commence sometime next month, and the road to be finished about the first of August. The track to the Gap is being laid rapidly, and by the middle of April the cars will be running regularly.—*Hol. Register*

Norway Oats and Seed Barley, for sale at Henry's. [mh. 22 3t.

THE SOUTHERN PENNSYLVANIA RAILROAD PROJECT.—John Dougherty, Esq., of Mt. Union, this county, sends us a copy of a letter written by him to Hon. Samuel Calvin and John Cresswell, Esq., of Hollidaysburg, under date of Mount Union, March 4, 1871, published in the *Register*, with a request to publish, which we would be pleased to do, if our space were not so very limited; we will, however, do the next best thing—condense it.

Mr. Dougherty, speaking of a survey of a route to connect the Cumberland Valley Railroad with the Pittsburg and Connellsville Railroad, says:

"When this road is built it will open a through railway from the Baltimore and Ohio and Connellsville and Pittsburg Railroads to the Cumberland Valley and Pennsylvania Railroads. By these roads the trade and travel from the southern counties of Pennsylvania will reach Philadelphia; anthracite coal will be shipped via Sunbury and Lewistown Railroad, and thence via Pennsylvania Railroad and Mount Union and Sideling Hill gap to the Potomac and Ohio Valleys. At or near Hopewell, your Morrison Cove and Hollidaysburg Railroad should intersect the Cumberland Valley and Huntingdon and Broad Top Railroad line, and thus (when built) open a short low grade railroad from Hollidaysburg to Washington City.

"Captain Joseph Mifflin's corps of engineers will in a few days hence, reach Hopewell. Would it not be advisable that the citizens of Blair county should send a committee to meet Col. D. V. Ahl, and his corps of engineers at Hopewell, and arrange where it will be most advantageous to intersect the Huntingdon and Broad Top Railroad so as to open up a direct railway route from Altoona via Hollidaysburg and Morrison's Cove to Washington City and Baltimore, Maryland?

"Now whilst the citizens of Franklin, Fulton and Huntingdon counties are at work in surveying the only unprovided link in a chain of railway from Cumberland Valley to Pittsburg via Bedford, we deem it of mutual advantage that your citizens should send a committee of gentlemen interested in the proposed railway (from Hollidaysburg to Washington City,) which, when built, will shorten the distance by rail one hundred miles, as compared with the route via Harrisburg; a work in which the Pennsylvania Railroad Company, the merchants and manufacturers of Pittsburg and Johnstown are interested.

"Unless the iron manufacturers of Pittsburg and Johnstown visit Col. Ahl's iron mines at Louden, Pa., and stand on the plateau between Mount Union and the Potomac, they will not believe that near this proposed Washington and Hollidaysburg Railroad, dyke of upwards of thirty rods in width, and miles in depth, filled with metalic iron, free from slate, clay or sand, lie dormant from whence manufacturers of steel rails may obtain iron ores suitable to mix with the refractory iron ores of Western Pennsylvania.

The forces that raised this water shed, lifted the Broad Top coal basin from its ocean bed, and rent the Matinal, Levant, Scalent, and Surgent Stratas, through all which the auroral (No. 2 limestone) protrudes, opened dykes and seams through and around Black Log and Shade Mountains now filled with stratified hematite iron ore from molten metalic basins beneath the earth's crust."

Ladies Felt Cloth and Balmoral skirts, corsets and corset clasps very cheap at Henry & Co's. 2t.

A SAD AFFAIR.—The body of Frank B. Isett, was found yesterday morning, (Tuesday,) about 7 o'clock, dead in his bed at his boarding house, the residence of Simon Brotherline. Quite a quantity of blood was discovered, and the supposition was, that he had bled to death from a hemorrhage of the lungs, but on further examination a small revolver was discovered beneath the cover, and what appears to be a bullet hole about the middle of his forehead. His death must have been almost instantaneous. Mr. Isett returned from a visit to Carlisle on Thursday, and has been sick and confined to his room part of the time since, and has shown evident signs of insanity. He was a young man greatly respected in this community, and was for a number of years a member of the firm of McLaraham, Stone & Isett, in the foundary and machine business. He was aged about 30 years, and his parents reside at Spruce Creek, Huntingdon county. His sad death casts a gloom over our whole community.

An inquest is to be held this morning (Tuesday) as soon as the arrival of the coroner from Altoona, when the facts of this sad affair will be examined into and reported upon.

Since writing the above, an Inquest was held by Corner John W. Humes, composed of the following jurymen, John Charles, David Sellers, George Diehl, David Over, John G. Fleck and Simon B. Barr, who after being duly sworn and affirmed and having examined the body, and heard the evidence, rendered the following verdict:

"That deceased came to his death by a pistol shot in his forehead, inflicted by his own hands."—*Hol. Register.*

Net, Broom and Gill Twine, at Henry & Co.'s, Nos. 732 & 734, Hill street. [mh.15.3t.

TO NEBRASKA, CALIFORNIA, AND KANSAS, AND THE B. & M. R. R. LANDS.—The "Burlington Route," so called, lies right in the path of the Star of Empire. It runs almost immediately in the center of the great westward movement of emigration. Crossing Illinois and Iowa, it strikes the Missouri river at three points.

These three points are the gateways into three great sections of the trans-Missouri region.

The Northern gate is Omaha, where the great Pacific road will take you to the land of gold and grapes, sunny mountains, and perpetual summer.

The middle gate is Plattsmouth, which opens upon the south half of Nebraska, south of the Platte river, a region unsurpassed on the continent for agriculture and grazing. Just here are the B. & M. Railroad lands, concerning Geo. S. Harris, the land officer at Burlington, Iowa, can give you all information, and in the heart of them is Lincoln, the State Capital and present terminus of the road.

The Southern gate leads to Kansas, by connections with the St. Joe Road at Hamburg, running direct to St. Joe and Kansas City.

The trains of the Burlington run smoothly and safely, and make all connections. It runs the best of coaches, Pullman Palace and Pullman dining cars, and should you take the journey for the journey's sake alone, you will be repaid; or take it to find a home or a farm and you cannot find either better than among the B. & M. lands, where you can buy on ten years' credit, and at a low price.

A full line of Cassimieres very cheap at 732 & 734 Hill street. 2t.

MORRISON'S COVE R. R.—Morrison's Cove is destined ere long to hear the whistle of the locomotive. Trains will soon run regularly from Hollidaysburg to McKee's Gap, and from thence to Roaring Spring, and the route is located. Its continuance to Martinsburg is assurred. From thence there are several easy grades to Woodbury and Pattonsville, and the final connection with the H. & B. T. road is in the future.

We clip the above from the Blair County *Radical*, and we have assurance from private sources to the same effect. We feel a decided interest in the construction of this work, passing, as it will, by many places of hallowed memory, that are near and dear to us, and yet we feel keenly that when it is completed it will be nothing more nor less than a rival road to the Broad Top. There is no denying this. We may try to shut our eyes to this fact as much as we please, but this is the long, broad and short of it. The Morrison's Cove Railroad means to connect with the Broad Top R. R. at Mount Dallas or at some point between that place and Hopewell. And when this is done its managers will compete for the passenger travel and carry off all the scary old ladies and nervous old gentlemen that may desire to travel by way of Bedford east. Hadn't our Broad Top people better put their house in order? It will take some time to complete the Morrison's Cove Road and in the meantime Broad Top had better "fill up!" Look at the matter, gentlemen!

HIGHWAY ROBBERY—*A High Handed Outrage.*—On last Friday, as Joseph Colabine, the mail-carrier between Huntingdon and Stone Valley, was making his usual Friday trip, about three-fourths of a mile this side of the Warm Springs, at a small stream along the way, his attention was arrested by two men, one of whom appeared as if he had just been taking drink and was in the act of getting up from the water. As he approached them, one of the men seized his horse and demanded his money. He replied that he had none to which they rejoined that they knew better. They immediately commenced "going through his pockets." Mr. Colabine knew that two of his acquaintances were a short distance ahead of him, and he called lustily. He was immediately seized by the throat and choked until the impressions were distinctly visible an hour and a half afterwards when we saw him. They took $75 from him sixty of which were taxes collected for the county. He had also money to deposit for John M. Smith & Son, Robert M'Burney and Samuel W. Myton, all of which they gobbled up, but at present we do not know the amount. One of the men was supposed to be about forty years of age, while the other was quite young. They presented no weapons nor did they make any threats. A check which they found in one of the bank books they handed back with the books. After the deed was committed they walked directly up Warrior Ridge. This is the coolest performance that we have heard of lately.

Groceries and Spices very cheap at Henry & Co's 2t

M. E. CHURCH APPOINTMENTS.—The following are the appointments of the Central Pennsylvania Conference of the M. E. Church for the Juniata District, for the year 1871, made a few days ago, at Carlisle, by Bishop Jaynes:

B. F. Hamlin, presiding elder, post office, Huntingdon, Pa.; Huntingdon, M. K. Foster; Petersburg, M. L. Smith; Manor Hill, W. Gwynn, W. Shriber; Mount Union, J. Moorehead; Newton Hamilton, J. P. Moore; M'Veytown, C. V. Wilson; Granville, W. J. Owens; Lewistown, J. Thrush; Freedom, G. W. Dunlap; Milroy, W. Ely; Mifflin, H. C. Pardoe; Thompsontown, J. R. Akers; Tuscarora, J. A. Ross, J. Horning; New Bloomfield, E. Shoemaker; Concord, W. Dunmire, S. A. Crevelling; Shade Gap, W. H. Stevens; Shirleysburg, W. R. Whitney; Scottville, G. W. Bouse; Cassville, A. W. Decker; Markelsburg, J. P. Long; Saxton, W. A. M'Kee, Isaac Heckman; Bloody Run, A. M. Barnitz; Rays Hill, J. Gray; Bedford, A. W. Gibson; Rainsburg, J. A. M'Kindless; Shellsburg, G. S. Sykes; Pleasantville, R. H. Wharton.

Reliable Flower and Garden Seeds at Patton's. March 22, 4t.

THE PITTSBURGH AND CONNELLSVILLE RAILROAD.—The trains on this road run regularly now from Cumberland to Meyers Mills on the eastern end and from Pittsburgh to Turkey Foot on the western end, leaving a short gap to be completed, which we are assurred will be done by the first of April. People from this section desiring to go to Cumberland or West Verginia will take the Broad Top R. R. to Mt. Dallas and from thence by stage to Bridgeport, 23 miles beyond, where they will take the train for Cumberland. See advertisement in another column.

The decision of the Supreme Court refusing to dissolve the temporary injunction restraining the Board of Directors of the Bedford and Bridgeport Railroad Company, from perfecting a lease to the P. & C. Company is not likely to be further contested, and the Central will have her own way in the premises. Unfortunate Bedford!

Some folks use the Prescription yeast Powder! Patton has it at the Depot Drug Store. March 22, 4t.

BENEVOLENT BEQUESTS.—Miss Maria Steele, a maiden lady, died in this place on Monday, the 13th instant. Some time in November last she made a will, in which, after bequeathing a couple of legacies, she bequeathed $2000 to the Home for Little Wanderers, located in Philadelphia, and she divided the remainder of her estate equally between The Lincoln University for the theological education of colored youths, located in Chester county, and the Freedman's Aid Society of the Methodist Episcopal Church. It is not known what her estate will be worth. It is supposed that it will not fall short of $5000. Miss Steele, we learn, was not a member of the M. E. Church, but said, in her lifetime, that the membership of this Society was so much more active than those of other churches that she was induced to make the distinction.

The weather has been damp for a day or two and consequently McKiernan has made a fine sale of tobacco, cigars, pipes, tobacco pouches, &c. &c., call and see him at Broad Top corner. March 1st. 2t.

HUNTINGDON.—Huntingdon editors are amusing themselves by having a "big injun" talk about rolling mills, furnaces, water works and a town clock. We are afraid the quill drivers of that place are undertaking too much. One thing at a time, gentleman. Attend to your water-works first, then, as editors are generally too poor to afford a watch, insist on a town clock. These things accomplished, Huntingdon will be as far advanced as Bedford—always saving and excepting our far famed summer resort, and our pure and life-giving atmosphere, which are unequalled and unexcelled on God's green earth. And further deponent saith not.—*Bedford Gazette.*

Go hang with your blather! Those Bedford fellows see everything but their Poor House!

"Oh wad some power the giftie gie us,
To see ourselves as others see us!"

The best Michigan Fine Cut Tobacco in town for sale at 103, South Fourth street. [mh. 22 1t.

MRS. ANNA T. RANDALL has been engaged to lecture in the Court House, on Thursday, March 23, 1871, upon "Our Great Grandmothers and their Great Grand daughters." Mrs. Randall is so well and favorably known by all in this community, that it is unnecessary to mention the flattering notices, given her, at the numerous places she has delivered her interesting lecture. The mere announcement of her coming, we are satisfied will insure a full audience.

The price of admission will be only 25 cents, to all parts of the house.

Call at Read's, 410 Hill street for Drugs. [mh. 22 1t.

A POSTAL CAR.—The people along the Broad Top Railroad have long experienced a great disadvantage in the receipt of their southern mail. For instance the Bedford mail for Riddlesburg, Marklesburg and all along the road is first sent through to Huntingdon to be distributed and the next up train delivers it. This makes a difference of twenty-four hours in the delivery of the mails. This difficulty is now to be remedied by placing a postal car on the road and the distributions will be made in the car. This is a much needed improvement.

Norway Oats and Seed Barley, for sale at Henry's. [mh. 22 3t.

BOOTS AND SHOE BUSINESS.—Our much esteemed friend, J. Henry Hutton, of Bedford, called at our sanctum, a few days ago in our absence, on his way east to prepare to meet his numerous friends, who may desire to purchase their spring supplies. Our friend is connected with the extensive Boot and Shoe house of A. A. Shumway & Co., 434 Market and 429 Merchant streets, where he will be pleased to prove what we say of him to any of our friends who may wish to learn how a good fellow does business. Look him up when you go east.

Widow Glass and Putty at Patton's. March 22, tf.

Hollidaysburgers are raising funds for the purchase of a steam fire engine. Our town will remain behind her neighbors in this particular, as there is no possible show of us soon getting anything in that line. Our people appear to be satisfied with the miserable "squirts" now on hand. A friend at our elbow suggests that if the Council were to save the money expended in keeping up the street-lamps they would soon be able to purchase a first-class machine. A very sensible view of the matter.

Have you tried the genuine Imported Mustard? 1lb equals 2 of ordinary—at Patton's. March 22, 3t.

GET YOUR NUMBERS.—Amongst the great vareity of numbers being put up our citizens, we see none nearer perfection than those manufactured by Levi R. Chaplin. They are gotten up in good taste, and at the same time much cheapsr than the price asked for inferior looking ones. Orders left at Chaplin's Barbershop will receive prompt attention, and the work will be executed in an artistic manner.

Who cannot spare a quarter to hear Mrs. Randall. NO RESERVED SEATS.

HUNTINGDON AND BROAD TOP RAILROAD—*Report of Coal Shipped:*

	TONS.
For the week ending March 4, 1871	8,183
Same date last year	4,994
Increase for week	3,189
Shipped for the year 1871	57,705
Same date last year	45,992
Increase for year 1871	11,213

"Our Great Grand-mothers and their Great Grand-daughters."

SINCE last week, we have closely examined the communication of T