Nor is it in Congress alone that this Nor is it in Congress alone that this dit a cure with the felt; but also in electing President and Vice-President of the United States, these less than twenty thousand South Carolina rebels will be entitled to three electors, while the more than twenty-three thousand Indiana Union men will be entitled to only one elector, unless the proposed constitutional amendunless the proposed constitutional amendment is passed.—Detroit Press.

THE GAZETTE.

LEWISTOWN, PA. Wednesday, December 12, 1866.

G. & G. R. FRYSINGER. Editors.

TERMS OF SUBSCRIPTION.

The GAZETTE is published every Wednesday the old stand, at \$1.50 in advance, or \$2.00 at the end 2 months.

Cash Rates of Advertising. Business Cards (7 lines or less) I year
Administration or Executor's Notices
Auditor's do
Sarray Notice, four times,
Caution or other short Notices,
Favern Licenses, single,
II more than one, each
Register's Notices of Accounts, each
Shorit's Sules per sonare Sheriff's Sales, per square Job Work.

Eighth sheet bills, \$1.50 for 25 or less; fourth sheet bills \$2 for 25 or less; half sheet bill, \$4 for 25 or less

Notices of New Advertisements.

Real Estate Agency-Griminger and Matthews, butchers, have taken the old stand-Moser & Mayes have associated in the manufacture of Carriages—Haines' Patent Safety Bridle—Canned Fruits for sale—Railroad Meeting, Friday evening -Concert by the Soldiers' Orphans-List of Causes—Register's Notice, &c.

Frank H. Wentz, at his Boot and Shoe Store, opposite Red Lion Hotel, calls the attention of the public to his stock of Boots, Shoes, Gaiters and Slippers.

Close of the Year.

The end of this month completes the rear since we again assumed the publication of the Gazette, and as we are desirous of closing up accounts annually as far as possible, all persons indebted either for subscriptions, job work or advertising, are requested to call and make settlement, or remit the arounts discovered to the control of the co or remit the amounts due.

Our subscription list will also be revised between this date and first January, and those who have failed to pay, or are in arrears for a half year or more, will be discontinued, as we cannot publish a paper on the terms we do except for cash. G. & G. R. FRYSINGER.

Lewistown, December 5, 1866.

The Report of the Chief Engineer of the Middle Creek Rail Road, Presidents Message, and advertising, excludes our usual variety from to-day's paper.

Middle Creek Railroad.

Do the citizens of Lewistown want this Road? There is one way that they can certainly get it. Let every man in the borough come forward and subscribe every dollar that they can spare from their necessary expenses for the next two years. We tell you that you cannot invest your money better-it will pay. Don't wait for the Wyoming Valley coal interest to build it for you. Do not wait for the Lackawanna & Bloomsburg Railroad to extend their road to this point, contract the road and fix their own tariff on coal, out build it yourselves. The stock in this road is limited, and we advise all who want an interest in the enterprise to secure it at once by subscribing.

We give the President's Message n our outside-the portion relating to the rebels in full, and all the material parts of the remainder. He addresses "the Congress of the United States," having learnt that much from the late elections, but still adheres to his recent conduct in endeavoring to reward rebels in place of making traitors odious. He however wisely concludes to leave the matter to Congress, and that body, endorsed by a majority of 400,000 voters, will be in no haste to give treason another opportunity to destroy our Government or its institutions.

Superintendents' Convention.

The convention of County Suprrintendents which met in Harrisburg last week was a complete success. Fifty-three out of sixty-five superintendents were present, and a most healthy and genuinely earnest spirit pervaded the body during its deliberations. The most important measures considered and finally recommended by vote for legislative action,

1st. An increase of the minimum length of school term from four to six months. 2d, A corresponding increase of the State appropriation.

3d. Abrogation of all county profession al certificates by the 1st of July next, and granting no certificates by the county superintendent for a longer term than five 4th. Uniformity of text books in coun-

ties, 5th. Reduction of the number of school

directors and paying them.

6th. Making the law now existing in eight counties, appropriating \$200 of public money to the aid of county institutes general—the institute to be held one week, and the teachers to be allowed the time to attend.

Readers are referred to the School Journal for the full proceedings of this meeting which they will no doubt find inter-

esting.

The older members seemed to be surprised at the improvement of superintendents over those of some years ago. M.

We have an order for \$100, part payment for one of Grovesteen's \$350 Pianos, which can be had at an advantageous rate by any person desiring to purchase such an instrument.

We will forward subscriptions to the Crosby Opera House Art Association, or will receive names for a club which will agree to hold whatever may be drawn jointly. Price \$5 per share, each share entitling the holder to a splendid engraving, as well as a ticket in the award of premiums.

The lowest point reached by the thermometer during the past week was 19.

REPORT OF CHIEF ENGINEER.

Office of the Middle Creek Rail Road Company. LEWISTOWN, Pa., Dec. 10th, 1866.

ABNER THOMPSON, ESQ., President M. C. R. R. Co.

SIR:-The following Report of the results of preliminary surveys for the Middle Creek Rail Road, with accompanying map and profile, is

respectfully submitted:

Field operations were commenced on the 9th of October and terminated on the 9th of November, during which time 110 miles of survey were accomplished. The main line, upon which the estimate below is based, commences at a point on the Mifflin & Centre R. R. near Kline's, one-half of a mile south of the Freedom Iron and Steel Works, and, crossing Kishacoquillas Creek with a bridge and trestle work 18 feet above low water, passes along Dry Valley, and near the Dunkard church and through Lilleysville to the valley of Jack's Creek. Crossing Jack's Creek with a bridge of 100 ft. span and 12 feet above low water, the line ascends, with considerable heavy grading, to the summit of the ridge dividing the head waters of Jack's and Middle Creeks thence with undulating grades, and light work, passing D. Stuck's, A. Middleswarth's, and J. D. Romig's to Adamsburg. From Adamsburg, through Beavertown to Beaver Furnace, some little heavy grading is encountered. Just east of Beaver Furnace, the line reaches the main valley of Middle Creek, and, following the south bank, passes one-quarter of a mile south of Middleburg, and crossing Middle Creek 12 miles east of Legel Smithly, with a bridge for the first part of Legel Smithly, with a bridge for the south of the south o east of Jacob Smith's, with a bridge 100 feet long and 12 feet high, passes the dividing ridge to the valley of Penn's Creek and the Susquehanna at Selinsgrove. Thence deflecting northwardly and crossing Penn's Creek with 200 feet of bridging 15 feet high, the route follows the west bank of the Susquehanna, with light grading, to the bridges at Sunbury and Northumberland.

THE LATERAL SURVEYS.

(1) From Freedom Forge up the valley of Hungry Run and connecting with the main line at Lilleysville. This line, although practicable with the maximum grade of 52 feet year mile operation. of 52 feet per mile, encounters a very heavy summit cut and is 13 miles longer than the Kline route.

(2) From the M. & C. R. R. one-half of a mile north of the Tannery, over Banks

(2) From the M. & C. R. R. one-half of a mile north of the Tannery, over Banks' summit to the main line at the Dunkard church. This route is one-quarter of a mile longer than the main line, and encounters a summit which can only be compassed by grades far exceeding the maximum established.

(3) From the M. & C. R. R. at the Tannery, by the Poor House, crossing Jack's Creek at the "High Bridge" and ascending the valley of Jack's Creek to the main line near the widow Wagner's. This line will involve the construction of \(^3_4\) of a mile more Road than the Kline route at a greater cost of \(^527,876\).

(4) From the M. & C. R. R. at Main Street, by the mouth of Jack's Creek to the main survey at the widow Wagner's. This route is \(^22\) miles longer than the main line, and exhibits a profile too rough and expensive to require even an estimate.

(5) Passing Adamsburg upon the north confines of the village instead of the south. This will increase the distance over the direct route 600 feet, but will require a less amount of grading, and must be subjected to the further tests of locating surveys.

(6) Deflecting from the main line near Jacob Smith's, 5 miles from Selinsgrove, and connecting with the main survey 2 miles north of Selinsgrove. This route will save

connecting with the main survey 2 miles north of Selinsgrove. This route will save 1½ miles in distance, but will require a modification of your charter for its adoption.

(7) From Selinsgrove to the Treverton bridge. This database is 2½ miles greater. than to the Sunbury bridge, will be more exposed to the floods, will encounter heavy rock cuts, and cost \$50,000 more. It will also increase the aggregate distance to Sunbury 13½ miles. It will however save the cost of a bridge—the Treverton Coal Company offering the free use of theirs.

pany offering the free use of theirs.

(8) From Selinsgrove, by the "Bake Oven" near the mouth of Middle Creek, to the main line \(\frac{3}{4}\) of a mile east of Jacob Smith's. This line encounters much heavy work and \(\frac{1}{2}\) miles of increased distance. Before a final location is adopted, further reconnoisances and surveys should be made through Freeburg and Middleburg, and Buffalond Dur Vellage. lo and Dry Valleys.

o and	Dry valleys.			
	DIS	TANCES.		
rom	the Pa. & M. & C. R. R. Junetic	on to Allentown via Harrisburg	151.0 n	niles
		to " Sunbury	158.0	64
"	44	to the Steam Tannery	1.3	44
6.6	Lewistown at Tannery to Kline	's	2.0	44
"	M. & C. R. R. at Kline's	to Dunkard Church	3.6	4.6
44	"	to Lilleysville	6.6	44
"	"	to Adamsburg	21.1	44
6.6	"	to Beavertown	23.1	44
44	"	to Beaver Furnace	28.0	44
6.6	44	to Middleburg	30.4	44
66	4.6	to Jacob Smith's	35.0	44
44	44	to Selinsgrove	41.0	44
44	44	to West end of Sunbury Bridge	45.75	4.4
4.4	44	to East " " "	46.2	44
6.6	44	to SUNBURY	46.5	66
44	44	to S. end of Northumb'd Bridge	47.6	14
6.6	11.	to N. " " "	47.9	44
66	44	to Northumberland	48.0	44
66	4 44	to Northumberland via Sunbury		66
6.6	44	to Treverton Bridge	47.8	4.4
4.6	44	to Trev't'n June'n with N. C. R'd	185	"
44	"	to Sunbury via Treverton Jung'n		44
	EST	IMATE.	00.0	
547.	556 cubic yards earth excavation		\$191,64	14 60
	000 " loose rock	70 c.		00 00
	777 " " solid "	1.40 c.	73,88	
	,000 perches culvert masonry	4.00		00 00
	700 " bridge "	10,00		
1	,500 feet of trestling	7,00		00 00
	580 " Howe truss bridging	35,00		00 00
	10 miles clearing and grubbing	400.00		00 00
	to mines clearing and grubbing	400.00	4 0	KE OO

580 " Howe truss bridging 10 miles clearing and grubbing Ditching, stock-gaps, &c., 35,00 5,000 00

Total for Graduation, Bridging & Masonry from Kline's	to Sunbury Bridge, \$366,332 40
88 tons of Iron at \$85 5,000 lbs. of spikes at 7c. 352 Phoenix chairs at 90 c. 2,350 cross ties at 40 c. Laying track	\$7,480 00 350 00 316 80 940 00 600 00
50 miles (including side tracks) at Depot buildings, engine houses and shops, 4 Locomotives at \$17,000 00	9,686 80, \$484,340 00 15,000 00

00 00 2 Passenger Cars at 4,000 00 2 Baggage Cars at 1,500 00 40 Box Freight Cars at 1,000 00 3.000 90 40,000 00 20 Platform at 700 00 80 Coal Cars at 350 00 28,000 00 (Sub) Ballasting 40,000 00 Right of Way (\$30,000), Engineering and Contingencies 60,000 00 1,126,672 40 Add for Bridge and Connection with N. C. R. R. at Sunbury 210,000 00

Total Cost of Road and Outfit to Sunbury \$1,336,672 40 1,126,672 40 Add from Sunbury Bridge near Lyon's Hotel to Northumberland 190,000 00 1,316,672 40

Total Cost from Lewistown to Northumberland

The above estimate contemplates the construction of a first class Road, with a rail weighing 56 lbs. per yard, the same as that used on the Lehigh Valley Rail Road, which last year sustained a traffic of nearly 2,000,000 tons,

Will the Road pay a fair interest upon the above cost? This is a question of vital

importance to those embarking in the enterprise.

On this point there can be no doubt, if the Road is commenced with sufficient capital, finished in the shortest possible time, and is judiciously and economically managed. There will be no tunnels or heavy rock excavations to prevent the road from being completed and in operation within 18 months after the work is commenced, thus say ing the heavy loss of interest incident to the construction of more costly works. The line will have not over 15 per cent, of curvature, and the maximum grade in the direction of the heavier traffic westwardly will be of unfrequent occurrence, and in no case over $1\frac{1}{2}$ miles in length. There will be no efforts for a through N. Y. business in competition with existing routes, and requiring fast express trains at greatly increased running and maintenance of way expenses. The road can therefore be worked under moderate and paying schedules. A new and more direct route to Pittsburgh and the West will be opened for Snyder, Union, Northumberland, Montour, Columbia, Schuylkill, Luzerne, Carbon, Wyoming, Wayne and Susquehanna counties.

The line runs, for its entire length, through a fine agricultural region, and for two thirds of the distance, is adjacent to extensive timber tracts, limestone ridges and continuous beds of valuable iron ores, many of which can only be reduced by Anthracontinuous beds of valuable iron ores, many of which can only be reduced by Anthracite coal, but with it making iron of the very best quality. The western terminus of the road will be in and adjacent to absolutely inexhaustible fields of the best qualities of fossiliferous, brown hematite and carbonate ores, the combination of which will produce iron inferior to none. Mr. Henry D. Rogers, State Geologist, says, "The body of these ores in the wide and long valley of Lewistown which yet remains undeveloped is prodigious." Ferguson's valley atone, commencing directly at the terminus of the road, has already been subjected to tests and discoveries of continuous veins of fossiliferous ores for six miles and carbonate veins and brown hematite deposits for 17 fossiliferous ores for six miles and carbonate veins and brown hematite deposits for 17 miles. The extension of the Mifflin & Centre R. R. to Bellefonte, shortly to be made, will establish further connection with ore lands and with the Snow Shoe bituminous coal region. Men of intelligence, experience and capital, interested in iron manufacturing and coal operations at the east, and the development of the ore lands in this region, assure us that arrangements have already been made for the erection of 16 additional furnaces at Lewistown and other region, as the building of the road ditional furnaces at Lewistown and other points, as soon as the building of the road becomes a fixed fact. These alone will involve the transportation of over 200,000 tons of anthracite coal per annum, besides the requirements for furnaces and manufactories already in operation, for domestic consumption along the line at Lewistown and points beyond, and for burning lime for fertilizing over 1,000,000 acres of land along the line and as much more in the most of the line and as much more in the line at Lewistown and points beyond a much more in the line at Lewistown and points beyond a much more in the line at Lewistown and points beyond a much more in the line at Lewistown and points beyond a much more in the line at Lewistown and points beyond a much more in the line at Lewistown and points beyond a much more in the line at Lewistown and points beyond a much more in the line at Lewistown and points beyond a much more in the line at Lewistown and points beyond a much more in the line at Lewistown and points beyond a much more in the line at Lewistown and points beyond a much more in the line at Lewistown and points beyond a much more in the line at line

the line and as much more in the valleys terminating at Lewistown. But estimating the anthracite coal trade at only 100,000 tons per annum, at a charge of three cents per ton per mile, which will save the consumer over \$1.50 per ton on the present cost, and assuming only that an equal amount of profit will accrue from all other transportation, viz: from bituminous coal eastwardly, iron ore, limestone, timber, agricultural products, manufactured iron and other merchandise, and passengers, and a basis is safely established for a net income of over \$100,000 per annum, or 8 per ct. upon the entire cost of the road. The farmers and proprietors of mineral lands as well as the merchants and manufacturers, can then make a safe, paying investment in the stock or bonds of the Company, whilst by so doing, they will secure the completion of an enterprise which will add from one hundred to one thousand per cent. to the correct on

or an enterprise which will add from one hundred to one present value of their property and interests.

My obligations are due to George H. Arms, Prin. Ast. Eng., and the entire Corps, for the skill, zeal and energy by which an unusually large amount of work was accomplished in a short time. Very Respectfully, Your Ob't Servant. F. C. ARMS, Chief Engineer.

American Artists' Union .- Persons who are getting up clubs for our Steel Plate Engravings, and those who intend doing so, are requested to notify the office in New York, when a circular describing each Engraving, (fourteen in all) together with all necessary papers, including references, &c.

NOTICE.

The beautiful Piano Fortes of Grovesteen & Co. are deemed by all good judges to be the Ultima Thule of nstruments of the kind.

We cannot suggest what is wanting to make a mu-sical instrument more perfect, although we are slow to admit that the limit of improvement can ever be

Before they had brought their Pianos to their present excellence, they had submitted them to coon with instruments of the best makers of this ountry and Europe, and received the reward of mer-, over all others, at the celebrated World's Fair. It is but justice to say that the judgment thus pronounced has not been overruled by the musical world.

Still, by the improvements lately applied by them to their Pianos, it is admitted that a more perfect instrument has been made. They have accordingly achieved the paradox of making excellence more excellent. Surely, after this, they are entitled to the otto "Excelsior."

SILVER PLATED WARE Suitable for Holiday and Bridal

PRESENTS. Philadelphia, November 14, 1866-2m.

THE MARKETS

THE	MAKKETS		
LEWIST	own, December 1	2, 18	66.
Wheat, red,	per bushel		
" white	44		60
Corn, old,			90
Oats	44		45
Eggs per dozen			30
Butter per lb			30
Flour is retailir	ng at the followin	g pri	ces:
Lewistown Extr	ra Family per cw	t. 7	50
Superfine			50
Extra Family p	er bbl	15	00
Superfine		13	
Buckwheat per	cwt.		00
Coal, per 20	000 pounds, deliv	ered	
Lyken's Valley		\$5	00
Sunbury,		6	50
Chesnut,		5	50
Wilkesbarre,		6	50
Nut,		5	50
Pea,		4	75
Blacksmith's,		6	00
Common Salt,		2	75
Ground Alum S	Salt,	3	00
Plaster, per ton		10	
Philade	elphia Markets		

Flour, sales at \$8a8 50 per bbl. for superfine; \$9a10 50 for extras; \$11a12 25 for Northwest extra family, and \$11 50a13 25 for Penn'a and Ohio do. do. Rye flour 7.000 00 10,500 00 \$7 25 per bbl. Corn meal is nominal.— 20,300 00 Wheat, sales of new Penn'a at \$2 65; common Southern do. at \$2 85; white ranges from \$3 20 to \$3 30. Rye \$1 30al 40 per bush. for Western and Penn'a. Corn,

sales of old yellow at \$1 17, and new do. at \$1. Oats, sales at 57c. Barley dull. Cattle, sales at 5 to 16½c, per lb. Cows, sales at \$40 to \$65. Sheep, 4½ to 5½c, per lb. gross. Hogs, sales at \$8 to \$9 per 100 lbs. net.

DIED

On the 8th inst., after a long and painful illness, Mrs. ELIZABETH M. ZOLLING-ER, wife of Capt. Henry A Zollinger, and daughter of the late Capt. Thos. Courtney, of Harford county, Md., in the 42nd year of her age. In Derry township, on Sunday last, Mrs.

RIDEN, wife of Aaron Riden. On the 29 ult., ANNA HESTER, daughter

of A. and Mary E. Miller of this place, aged 2 years and 29 days.

Farewell, my child, the dews shall fall At morn and evening, o'er thy pall; And daisies, when the vernal year

Revives, upon thy turf appear. No taint of earth, no thought of sin, E'er dwelt thy stainless breast within: And God hath laid thee down to sleep,

Like a pure pearl below the deep. On the morning of the 5th inst., CAD-DIE BELLE, youngest child of J. Ritz and

Ellie R. Burns, aged 1 year. 'Suffer little children to come unto me. and forbid them not; for of such is the kingdom of God."

MIDDLE CREEK RAILROAD. We arnestly call the attention of our fellow-citizens to a mass meeting of the friends of this enterprise, to be held TOWN HALL, FRIDAY, December 14, 1866,

at 7 o'clock, p. m.

Matters of interest to the stockholders in the road and to the citizens of this borough will be presented to them.

The ladies are particularly invited to Some of our most distinguished fellow-

citizens will address the meeting.
ABNER THOMPSON,

REAL ESTATE AGENCY!

FREQUENT inquiries having been made of the senior editor during the past twenty years relative to the sale of real estate, he offers his services to the citizens of Mifflin and other counties in this State, and also in other States, for the sale of Farms, Houses, Lots, Unseated Lands, &c.

In all cases, a description of the premi-ses will be required, with a fixed price attached, and the time specified in which it is to remain in my hands for sale, in no case to be less than three months. Also, the terms of payment, whether encum-bered or not, and whether the owner will make a deed, or the expense is to be divided between the seller rnd purchaser.

On compliance with these requirements,

Should any offers be made, I will open a register forthwith at the Gazette office. GEORGE FRYSINGER. Lewistown. December 12, 186

MANN'D FRUITS FOR SALE. Oried Peaches, Pine Apples, Strawberries,

Green Gages, &c. Syrups of the finest quality and at all prices, at RITTENHOUSE & M'KINNEY'S.

BUTCHERS' NOT CE.

VOTICE is hereby given that owing N to the cold weather, we have relinquished our stall in the Market House for the winter, and may hereafter be found at all times, at

OUR OLD STANDS in Valley street, ready to supply customers; and the public generally, with

BEEF, PORK, VEAL, SAUSAGE &c. We embrace this opportunity to express our thanks for the liberal patronage here-

tofore received. N. B.-Those indebted are requested to pay up immediately, as it is our desire to have all old accounts closed. After the

lst of January the Books will be placed in the hands of a Justice for collection. GRIMMINGER & MATHEWS. Lewistown, Dec. 12, 1866-3t

REGISTERS' NOTICE,

THE following accounts have been examined and passed by me, and remain filed on record at this office for inspection of heirs, legatecs, creditors and all others in any way interested, and will be pre-sented to the Orphans' Court of Mifflin county, to be held in the Court House, at Lewistown, on MONDAY, the 7th day of January, 1867, for allowance and confirmation, nisi, and unless exceptions are filed within four days thereafter, will be

confirmed absolutely:
1. Final account of Samuel Drake, administrator of George W. Matthews, late of Wayne township, deceased.
2. Final account of Samuel Drake and

Michael K. Lane, executors of George Lane, late of Wayne township, deceased. 3. Final account of Daniel D. Mutthersbough, administrator, de bonis non, of Mary Devinney, late of the Borough of Lewistown, deceased.
4. Final account of George L. Calder-

wood, administrator of Adam W. Brimer, late of McVeytown, deceased. 5. Final account of William W. Gilmore, administrator of Jacob Briner, late

of Union township, deceased.
6. Final account of Peter Barefoot, administrator of Daniel Beaver, late of Ar-

magh township, deceased.
7. The guardianship account of Michael Ruble, guardian of Michael Ruble, minor son of Mathias Ruble, late of Granville township, deceased.

township, deceased.
8. The guardianship account of Henry
Taylor, guardian of William S. Laird,
minor child of Sarah J. Laird, deceased.
9. Final account of Nicholas Hartzler,
administrator. administrator of George Bubb, late of Menno township, deceased.

10. Account of Samuel Maclay, one of the administrators of Thomas Brown,

late of Armagh township, deceased. 11. Account of William Creighton, administrator of Daniel Beshore, late of Derry township, and then of Indiana, 12. The guardianship account of John O. Campbell, guardian of the minor chil-

dren of George W. Oliver, late of Oliver township, deceased.

13. Account of John Hoyt, Jr., admin-

istrator of Charles C. Parker, late of Brown township, deceased. WIDOWS' APPRAISEMENTS.

1. The appraisement to Widow of Geo. B. Penepacker, late of Granville township, dec'd.

The appraisement to Widow of Da vid A. Postlethwait, late of Wayne township, dec'd. MICHAEL HINEY.

Lewistown, Dec. 12, 1866. Register.

Haines' Patent O A TITILITY TO THE

The Best and Most Effectual in Use. NUMEROUS patents have been issued and various improvements made on Safety Bridles, but here is nothing invidious in saying that the invention patented by Joseph C. Haines of this place is superior to any yet offered, combining teatures of simplicity and power in guiding and surging a horse or horses which no other possesses. The essential feature of this patent is in providing the driving rein with shifting bearings, which form the points of attachment between the rein and bit rings, and thus act upon the bit directly, when easy and steady driving will control the animal, but when it requires a more severe application of the bit, said bearings leave the bit rings and give way to the straps to which they may be attached. This is all done by the regular driving line, no extra one being required, which ought to satisfy every person of the great superiority of this invention to any other.

The following certificates from well known gentlemen, some of whom have had much experience with horses will show the estimation in which this bridle is held: JUMEROUS patents have been issued and various

Lawistown, Aug. 21, 1866.

Having occasion to try the Safety Bridle invented by Joseph C. Haines, of this town, upon my runaway mare, the result has proven to my entire satisfaction that any horse can be prevented from running off or kicking. Mr. H. M. Pratt, whose large experience with horses induced me to call upon him to drive my mare and test the safety bridle, concurs in the opinion that it is the best bridle that has for its object the entire control of a horse in harness or under the saddle.

Lewistown, Aug. 21, 1866.

in that it is the best bridle that has for its object the entire control of a horse in harness or under the saddle.

Lewistown, Aug. 21. 1866.

Joseph C. Haines—Dear Sir - After having fully tried your Safety Bridle on my untrained colts. I find that your invention embraces all that is desirable in a bridle. Its simple construction, and adaptation to any common bridle and any rein, cannot but make its use universal. The ease with which it can be adjusted to a soft or hard mouthed horse is an excellent feature, rendering its use as effectual in preventing running or kicking as any other patent bridle or rein and as easy on the mouth as the common bit, and as its always ready at the critical moment, it cannot but recommend itself to all who will try or look at it.

Respectfully yours, A. T. Hamilton, M. D.

I have been driving horses since I know anything about them, and have drove some very vicious horses and colts. In driving such with a common bridle, I never feel easy nor comfortable to enjoy the ride. It is more annoying, however, when you have persons with you and you can tell by their countenance that they don't enjoy the ride from fear of your horse running a little, or even running away. I have always thoulgt there might be a bridle or bit so constructed that you could drive and hold horses with perfect ease and safety. The first of this kind I happened to see was Dr. Hartman's. I thought it was very good. In the meantime it occurred to me that the way the lines worked on the bridle you could not draw the bit and let it drop quick enough on your horses. Some horses and colts when you surge them tightly and cannot slack the lnes quickly, they will balk and back very ugly. I once saw Mr. Christs and Stamen's patent with the elastic strap, working on about the same principle as Dr. Hartman's. My attention was next called to Mr. Joseph Haines' Patent, of our town. My attention was a patent with the elastic strap, working on about the same principle as Dr. Hartman's. My attention was next called to Mr. Joseph Mr. Pratt's certificate will appear next week.

Bring in your fractions horses for trial.

Lewistown Coach Manufactory, Junction 3d & Valley street. MOSER & MAYES

HAVING ASSOCIA. manufacturing Couches (ges. Buggies. Sukirs. Springons, &c., invite the put give them a call and examine specimens of work, which will be found equal to any in or the cities. All kinds of repairing promptly an

CONCERT By the Soldiers' Orphans of the McAllisterville School,

To be held in the Town Hall, at Lewistown, on

Monday Evening, Dec, 31, 1866. Proceeds to be appropriated to a fund for the purpose of retaining sundry orphans from this county at the school whose time will shortly expire by law, and who are without means to remain unless so aided.

PROGRAMME. Music, by Mendelssohn Association.
Salulatory, by Henry Albert,
Music, The Dear old Flag, Orphans.
Declamation, Words and acts of
Kindness, Oscar Tipton.
Essay, Home without Father &
Mather Susie McKinness

Mother, Susie McKinney.
Music, The Home of the Soul, Orphans.
Dec., The Wounded boy of the Wilder Wounded by Worther D. Westiey Darier,
Wilderness,
Westiey Darier,
Alonzo Shank,
Mendelssohn,
Mendelssohn,

Orphan's Drum Corps. Joritage. Dan'l Reeder. Music, Orphan's Drum Corps.
Dec., The Heritage, Dan'l Reeder,
Music, The Tunes I Whistled
when a Boy, Orphans,
Dec., Little by Little, Walter Meredith,
Music, O, touch not the wine
cup, dear brother, Orphans,
Dec., I can and I will, S. A. Sprout,
Poem, The Orphan's Appeal,
Geo. L. Jacobs

Music.

Music, The Orphan's Prayer, Orphans.

Explanatory Report, By the Committee of Superintendence of Mifflin county.

Music, Mendelssohn.

Dec., Roll Call After Battle
Capt. Francis A. Fry.

Essay, A week at our Orphan
Home, Sarah J. Kepperling,

Music, Pennsylvania's rich enough to send us all to School, Orphans.

Address, How Penn'a provides for her Soldiers' Orphans, McFarland,

Music, Mendelssohn,

Music, Orphan's Drum Corps.

Music, Orphan's Drum Corps. Dec., Never Rend the Union. Music, The Star Spangled Banner,

Platoon Drill, Capt. Fry and 16 Boys. Music, Good Night, Orphans. Doors open at 61, exhibition to commence at 7 o'clock.

Admittance, By order of the Committee of Superintendence of Mifflin county.
Mr. ANDREW REED, Lewistown. Mr. GEO. BLYYMER, Mrs. F. J. HOFFMAN, " J. C. SIGLER,

" JOSEPH COGLEY Committee List of Causes for Trial, at January T, 1867.

W. J. McCoy for use vs W. Wakefield's adm'r. 2 W. J. McCoy for use vs G. 65 Jan. 1860 H. Calbraith, 3 Johnston Bros. & Co. vs F.

R. Sterrett et al.

Bogles ex's vs J. M. Sellers. 88 Aug 1863 4 Bogles ex's vs J. M. Sellers. 88 Aug 1863 5 J. Stoneroad's ad. for use vs G. H. Calbraith. 13 Ap'l 1864 6 Wheeler & West vs J. Winn 67 Aug " 7 Benedict vs M. & C. co. R. R. 63 Ap'l 1865 8 J. Emig vs S. B. Haines et al 23 Aug "

9 G. Sheesley vs Jacob Stine 23 Nov " 10 A. Reed com. &c. vs Abner Thompson et al. 11 Bogle's exs vs M'Coy et al 47 " "
12 A. Craft vs Burgess & Town

15 W. H. Weber vs P. R. R. 69 16 J. W. Miller vs J. Ross 17 G. Blymyer vs J. 18 P. Kelly & Co. Endorsees
18 P. Kelly & Co. Endorsees
109 Aug 17 G. Blymyer vs J. Ruble 136 vs J. Burns, Endorser 109 At 19 H. Snowden vs J. T. Lane 126

20 J. A. Cumingham's adm's vs.Roswell D. Smith 131 " " 21 E. E. Locke, Jr. vs R. Gallaher et al. 22 H. M. M'Kee vs P. R. R. 4 Jan 1867 W. H. BRATTON, Prothonotary.

Prothy's Office, Dec. 12, 1866.

THE GREATEST INVENTION OF THE ACE. Sash Stopper and Lock,

Supports Either Sash at any Point. Secure Lock Whenever Your Sash is Closed !!

IT IS FAR superior to weights and pulleys and don't cost one-fifth as much. It can be applied to window. It will never wear out, nor get out of order. Citizens of Lewistown and vicinity can refer to Wm. C. Vines, (Carpenier.) Individual rights and complete rigging for sale by

WM. J. FLEMING,

Menno P.O., Mufflin co., Pa. Menno P. O., Mifflin co., Pa. Valuable Farm at Public Sale.

WILL be offered at public sale, at the residence of the undersigned, in Brown township, on Friday, December 21, 1866, that well known and valuable Farm, formerly part of the Henry B. Taylor estate, situate in the township aforesaid, and

bounded on the east by lands of John Henry, Jr., south by West Kishocaquillas creek, west by R. M. Taylor, and north by the West Kishacoquillas turnpike, containing 114 ACRES neat measure, more or less, with a large

two story Frame Farm House, Stone Bank Barn, Wood House, Hog Pen, Spring House, and other outbuildings thereon erected, all in good order. A young bearing **Orchard**, two never-failing Springs near the house, and water, conveyed from the mountain in lead pipes, flowing constantly both at the Barn and near the dwelling, are amongst the advantages of this property. There are also a two-story Tenant House and Stable on the Farm, near the bank of the creek. The land is in the best state of cultivation, all under good fencing, and all cleared. Altogether it is one of the most desirable Farms in Kishacoquillas Valley.
Also, A Tract of Timber Land, situate

on the slope of the mountain, convenient to the Farm, containing 20 Acres, more or less. The above tracts will be sold separately or together, as purchasers prefer. Sale to commence at 1 o'clock, p. m.,

when terms will be made known.
GEORGE V. MITCHELL, M. D. ELIZABETH R. MITCHELL. Brown twp., December 5, 1866,-ts