



MIFFLINTOWN. Wednesday Morning, January 18, 1871.

B. F. SCHWEIER, EDITOR & PROPRIETOR.

GEO. P. ROWELL & CO. 40 Park Row, New York.

S. M. PETTINGILL & CO., 37 Park Row, N. Y. Are our sole agents in this city, and are authorized to contract for advertising at our lowest rates.

Three Miles up the Old Highways, Iron Ore, Protection, Manufacturers, Free Trade and the Democracy.

Three miles up the river, three miles up the pike, or, if the reader choose to name the third and last of the defunct highways and say, three miles up the canal, we are satisfied. Over the first of the three highways, the natural highway, the one the Indians used, the river, the one, too, over which our pioneer forefathers floated in flat-bottomed boats to eastern markets the limited produce of our valleys, and returned their boats laden with exchange goods over the same course, by a process of "polling," the magnitude of the labor of which we cannot comprehend, though we receive an account of the work from the lips of our grandfathers. The increased prosperity of the country laid the pike and ditched the canal, and the great wagons with their tinkling bells, and the stage-coach with its gay and dashing four, and the white smoothly-gliding packet with its green shutters and "big windows" and broad fenders, and the crowded emigrant boat, were childhood scenes of every day occurrence. These scenes are not now witnessed. The old highways are defunct. The railroad administered a dose of competition that killed them.

If the reader goes up three miles along the right side of these old travel and freight courses, to the farm known to our fathers as the Adam Hoffman farm, and to the community later as the Geib farm, which borders on the pike, and extends northward to the Shade Mountain, he will have reached the tract of land on which it is said great veins of ore have been found and opened. We do not vouch for the truth of these reports. We only say that it is so said; but if we dare suppose that every word be true, if we dare suppose that the land has not been told, and further suppose that the thickness of the veins and the richness of the ore equals that found in the hills about Danville, we certainly dare ask, is it not highly probable that under a protective tariff, which fosters manufactures, that the prosperity which attends Danville, in Montour county, and Johnstown, in Cambria county, in any some day attend the district three miles above Mifflin? Protective tariffs build up manufacturing establishments, and manufacturing establishments build up towns and give employment to thousands. Remove the manufacturing establishments from Philadelphia, from Harrisburg, from Johnstown, from Danville, or break them up by free trade, and the present generation of those towns would experience as great a change in the backward direction as that experienced in the forward direction by "Rip-Van-Winkel" after his twenty years of sleep.

We trust that the reports concerning ore on the Geib farm may all prove to be true reports. But of this the community can rest assured, that although the Geib farm constituted one inexhaustible bed of iron ore, no prosperity can be derived from it by either its owners or the community, if the free trade principles of the Democracy be adopted by the country. Free trade, if adopted, will destroy our manufacturing establishments, and prevent the further development of our mineral resources.

The Democracy on Free Trade.

The Democracy denounce the Cooly trade, not because of its relationship to slavery, but because of the low wages for which the Cooly works. Yet in the next breath it indirectly advocates free trade, by opposing protection, or a protective tariff. Free trade, if adopted, will lower the wages of labor lower and faster than any other measure that the Government can adopt. Give the Democracy power, and Cooly emigration will not be needed to reduce the wages of labor. Their free trade principles will do it effectually.

In the contested election of Robert P. Dechert, the committee appointed by the Senate to report on the case submitted the following:

Read, That upon the facts shown in the report of the committee, and in accordance with the decision of the Senate in 1844, in the Chapman case, the Senate will take no further action on the petition contesting the election of Robert P. Dechert as Senator from the First district.

Last week Robert W. Mackey, Esq., was elected State Treasurer. By electing him the Representatives have simply done what the Republican party would have done by a large majority—if not unanimously—if it had been directly before it for election to the same position.

Woman Suffrage.

The ladies who are agitating the right of woman suffrage, held a convention in Washington City last week. New and powerful lady advocates of the cause appeared at the Capitol of the nation to use their influence to induce the House Judiciary Committee to report favorably to woman suffrage. In the constellation, brilliantly shining, the public see Mrs. Woodhull and Jennie Claflin, of New York, brokers, and editors of the Woodhull & Claflin Weekly, to which we devoted half a column some weeks ago.—Mrs. Woodhull submitted to the Committee a memorial, praying that it report a bill to Congress for the carrying out, in full, of the fourteenth and fifteenth amendments to the Constitution of the United States, which, if fully done, she claimed will put the ballot into the hands of the gentler sex also. "Olivia," a racy and elegant Washington correspondent of Forney's Press, describes the last named lady as she appeared before the Committee. She says: "Mrs. Woodhull arose and stood before the tribunal.—She is a medium sized woman, with a sharp nose, and thin lips, which close tightly over her white teeth. She apologized for any hesitancy in her manner, because it was the first time in her life that she had attempted public speaking. She then read her printed memorial."—Olivia thus describes the suits or dresses worn by the ladies, Woodhull and Claflin. Their costumes are made of blue naval cloth, skimp in the skirt. The basque or jacket has a masculine contour behind, but the steeple crowned hats are the towering triumph of this most picturesque outfit. The high sugar loaf hat has a peculiar brigandish dash to it, and the clipped hair underneath seems to have nipped all the feminine elements originally possessed by this flourishing "firm." But while the ladies who favor woman suffrage are working with all their power, a strong movement has been inaugurated by ladies at Washington against the cause. A petition against woman suffrage, signed by a thousand ladies, has been handed in. Among the many prominent names on this petition the following ones may be read: Mrs. Senator Scott, Huntingdon, Pa.; Mrs. Samuel J. Randall, Philadelphia, Pa.; Mrs. Senator Edmunds, Burlington, Vt.; Mrs. Senator Sherman, Mansfield, Ohio; Mrs. Catharine E. Beecher, of New York city; Mrs. Gen. W. T. Sherman, Mrs. John A. Dahlgreen, Mrs. Joseph Henry, Mrs. Rev. Dr. Butler, Mrs. Hugh McCullough, all of Washington. Olivia says that the "first lady" in Washington, and none of the ladies of the Cabinet have affixed their signatures to the petition.

The War in France.

General Trochu, between the dates of the 10th and 13th inst., directed sorties from Paris, northward, southward, north-eastward and southwestward, all ending alike, in the defeat of the French.

On the 10th inst. the army of the Loire, under Gen. Chanzy, encountered the German army under Prince Frederic Charles, at a place called Le Mans, which, if our map locates properly, lies in a southwesterly direction from Paris, and distant from the latter city 80 miles by air line. The usual misthorne attended the French. They were beaten. On the 11th the battle was renewed, and resulted disastrously to the French. The French General Bourbaki, it is reported, has gained some advantage over the Germans about Dijon, which is situated about one hundred and twenty miles distant by air line from Paris, in a south easterly direction. The French forces operating for the defence of Havre, a port on the coast of the English Channel, encountered the Prussians one day last week, and as a matter of course "got whipt." The bombardment of Paris continues, and was more felt during last week than any other time since it opened. Late dispatches give Paris newspaper descriptions of the bombardment. They say "the bombardment continued without interruption throughout the day and night, and was so violent on the night of the 5th, between the church of St. Sulpice and the Museum, that shells fell every two minutes. Hospitals, ambulances, schools, public libraries, churches of St. Sulpice, Sorbonne, and Val-de-Grace, and many other private houses have been struck. Women were killed, both in the streets and in their beds, and infants in their mothers' arms. One projectile, which fell in the Rue Vaugirard, killed four children and wounded five others." There are a million of German soldiers in France, if despatches declare the truth. Gambetta has ordered the Orleans Prince De Joinville to leave France.

The Lower House of Congress last week passed the Senate joint resolution for appointing commissioners to visit San Domingo, and report to the President the result of their investigation. The resolution as passed does not commit Congress to the policy of annexing San Domingo. The commissioners will serve without compensation except the payment of their expenses and the compensation of the Secretary, which shall be determined by the Secretary of State, with the approval of the President.—Hon. B. F. Wade, Professor White, of Cornell University, and Dr. S. S. Howe are the commissioners, and Allen E. Burton, Secretary.

The Democracy of New Hampshire, through a State Convention recently held, decided in favor of free trade.

WILLIAM P. WILSON, Esq., of Belknap, is recommended for the office of Surveyor General.

Death of Hon. John Covode.

Hon. John Covode died at the United States Hotel at Harrisburg, at 5 o'clock on the morning of the 11th inst. Mr. Covode and his wife arrived there on the afternoon of the 10th, from West Chester. Mr. Covode lived in Westmoreland county, where he was born on the 17th of March, 1808. His grandfather was a Hollander. His mother was of Quaker descent, being among Mr. Penn's colonists. Receiving little schooling, he began life as a farmer's boy, but being an intelligent, industrious and thrifty youth, he worked his way in various pursuits with more and more success, first as a blacksmith, then as a coal dealer, and next as a manufacturer, railroad contractor, &c., until he attained to fortune and extended influence. He served his country twelve years in Congress, and declined a re-nomination for another term. He was filling his second term as chairman of the Republican State Committee. He has gone from this world to a better one, we trust, where the true heart finds its reward. He was buried in his native county on last Saturday, the 14th inst. Among those present were the members of the Legislative committee and the Congressional committee, consisting of Senators Scott and Cameron on the part of the Senate, and Representatives Mercer, Gillilan, Phelps, Getz, Axtell, Morrill, Calkin, Van Horn, Rootz, and Morrish, of the House; W. G. Brower, sergeant-at-arms, was also present. The cortege was large and imposing.

SPAIN.

Scene in the Cortes During the Swearing in of King Amadeus.

A correspondent of the New York Herald, under date of the 3d inst., writes as follows of the appearance of the new Spanish King, Amadeus, when he stepped forward to be sworn in: Regent Serrano walked to the lower step of the royal dais and took up his position on the left hand of the speaker, King Amadeus followed. He came on without making a single bow or glancing one look of recognition in thanks for the applause with which he was greeted.—Awkwardly and slowly he mounts the steps of the temporary throne and stands on Zorilla's right.

The youthful King looked tall and lanky, and as if he was "put together" after a very homely sort of fashion. He has a rather resolute looking face. His cheeks and chin are covered with a curly stubble of beard of a very uncertain brown color. The King was dressed in the full uniform of Captain General of Castile.

Having arrived at his proper position he stood nervously agitated, looking to the ground, and seemingly as if he had just found out that his hands were by some means or other, exactly in the way. He paused thus during a minute.

The correspondent speaks thus of the King's visit to the widow of Gen. Prim. To Gen. Prim, more than any man, is the King indebted for the crown that seems to rest so unsteadily on his head.

The King, who was accompanied by the ex-Regent Serrano and Admiral Topete, entered the office of the Ministry of War and proceeded to Prim's late residence therein.

Prim's adjutants received him at the entrance and conducted him at once to the rooms of the illustrious lady.

Observing the King, Prim's widow, that most unfortunate lady, who possesses herself as good and kind a heart as ever beat in woman's bosom, appeared to be struck speechless by her feeling of emotion. She sat surrounded by her children, listening to their playful unthinking commingles.

His Majesty the King spoke to her, but with hesitation and after considerable difficulty of utterance. At length he arose from his seat and held both his hands forth to the Senora Prim, who pressed them convulsively, while uttering deep sobs.

King Amadeus was overcome by his own feelings. He left the room hurriedly.

While the Woman Suffrage Association was in session at Franklin Hall, Bridgeport, Conn., the other day, a messenger from the City Clerk's office made his appearance, and calling for the Rev. Miss Brown, presented her a bill of six dollars, that being the price of a license for holding a show. There was quite an argument, and the clerk brought an armful of law books to prove his point, but the ladies triumphed and there was no license paid.

The Chinese custom of substitution in death penalties, it is said, was employed in the punishment of the Tien-Tsin assassins. The mandarins arrested a few of the meaner criminals, carefully allowed all the rest to escape, and filled up the list of victims with substitutes who were quite ready to suffer decapitation in consideration of 500 taels apiece, paid to their families.

A terrible fire occurred recently among the French prisoners in the barracks at Offenbach. They fought for four hours, and many of them were killed. It required the interference of the German guards to quiet the infuriated combatants, and even those could restore order only with the greatest difficulty.

Florida has experienced the coldest weather ever felt in that usually mild climate. Vegetation has been thoroughly killed, and the freeze was so severe that ice was abundant from three to four inches thick. The banana and orange trees have been seriously damaged, and perhaps killed.

Four hundred of the late Rebel officers are now holding commissions in the armies of South America.

The Northern Pacific Railroad.

This second highway across the continent is now in full progress of construction. Last July contracts were let for the building of the Eastern division, reaching across the State of Minnesota from Duluth, at the head of Lake Superior, 240 miles to the crossing of the Red River of the North. With several thousand men employed, the grading on this section is fast approaching completion, and the iron is being laid at the rate of one or two miles a day. In the meantime engineers are locating the line westward through central Dakota; preliminaries are completed for the commencement of work at the Pacific end next spring, and thereafter the work of construction will be prosecuted from both extremities toward the centre.

In addition to this, the Northern Pacific Company have recently purchased and practically consolidated with their own line the St. Paul and Pacific Railroad, embracing some 300 miles of finished road in Minnesota on which a profitable business is already doing. This purchase removes all rivalry between conflicting interests, and practically makes St. Paul one terminus of the great Northern road. The Northern Pacific Railroad system is certainly assuming a business-like form, and comprehensive proportion. Obviously its projectors do not intend to build a simple trunk road from East to West and then wait for a profitable traffic to come to it. On the contrary, they are at the outset securing such connections and alliances with the chief lines of water communication, and with the railroad system of the Atlantic and Pacific States, as cannot fail to bring to it, in addition to its local business, a large and increasing share of the carrying trade between ocean and ocean.

At Duluth one arm meets the commerce of the Lakes and the St. Lawrence; at St. Paul the other eastern arm connects with the commerce of the Mississippi river and its tributaries, and with the railroads of the central and eastern States, concentrating at Chicago. These two arms will unite in Western Minnesota. From the point of junction a third branch will extend to Pembina on the British border, and the trunk line will traverse central Dakota, and follow the now famous Yellowstone valley through Montana.

Near the boundary of Idaho the road will again branch—one arm following down the valley of the Columbia to tidewater at Portland, Oregon; the other striking directly across the Cascade range to the main terminus on Puget Sound. A North and South branch will also connect the Puget Sound terminus with that at Portland. At the latter point connection is made with the coast lines of road now building southward through Oregon and California. Both at Portland and Puget Sound the road will tap the coastwise and foreign trade of the Pacific Ocean.

The chief advantages peculiar to the Northern Pacific route are believed to be these: 1. It reduces the distance between the Lakes and the Pacific Ocean some 600 miles. 2. It lessens the distance between New York and the Pacific by water and rail to the same extent. 3. It lessens the distance between London and Chinese ports by the trans-continental route at least 1400 miles. 4. It traverses a belt of States and Territories admirably adapted by fertility of soil, mildness of temperature, and equal distribution of moisture, and profitable agricultural—5. Its elevation in the mountain region is 3000 feet less than that of other lines, resulting in a diminished snow-fall, a mild climate, and far easier gradients.—6. At convenient intervals it intersects numerous navigable streams—such as the Columbia, the Cowlitz, the Yellowstone, the Missouri, the Red, and the Mississippi—which drain a vast region, and will serve as feeders to the road. 7. It will partake of the character of an international route, permanently controlling the carrying trade of British America, and rendering the important colonies north of the boundary, and west of Lake Superior, commercially tributary to our Northwestern States.

Already it is stated that settlers are rapidly crowding to the line of the Northern Pacific Road in the Northwest, and judging from what is known of the plans adopted for promoting the settlement and development, through emigration and colonization, of the belt of States and Territories tributary to the line—there would seem to be no doubt that the corporation upon which the Government has conferred this great trust, is determined to make the enterprise not only financially sound, but greatly and permanently beneficial to the whole country. With its magnificent endowment of fertile lands, with the natural advantages this route undoubtedly enjoys, and with the far-sighted policy already inaugurated, a great commercial project could hardly start under auspices or with greater assurance of success.

A lady was fatally poisoned in Mount Pleasant, Iowa, on the 7th. It is the old story of carelessness. She was ill and asked her son to hand her the medicine prescribed for her; there were two bottles, neither labeled, and the son handed her the wrong bottle.

Cincinnati thieves made a den of a new sewer upon which the work of construction has been abandoned until spring opens. They had supplied it with benches and rude furniture when they were discovered.

The Canadian fisheries are estimated at \$50,000,000 a year, employing 60,000 men.

THE WAR IN FRANCE.

Two Days' Fighting of the Army of the Loire, Under Gen. Chanzy, Against the German Army under Prince Frederic Charles, at Le Mans, on the 10th and 11th inst.—A Complete Defeat of the French.

LONDON, Jan. 14.—I have just received the following letter from the New York Herald correspondent with the French Army of the Loire, dated at Le Mans at midnight on the 10th inst., giving an account of the first day's battle with Prince Frederic Charles's Army. Your correspondent writes:

The French Army of the Loire, the last hope of France, has been defeated to-day in a bloody battle fought within seven miles of this city (Le Mans). We heard the roar of cannon all day, and the population crowded to the hotspots and suburbs and throughfairs, watching the progress of the fight. I have never before witnessed such intense excitement, although the French people have become accustomed to the roar of cannon.

At nine o'clock this morning the right wing of the French army in position east of La Mans was suddenly attacked by the vanguard of the German forces, which, emerging from the wood on the extreme right of the French, moved forward to attack. Upon the alarm being given the advance posts of the French infantry wheeled in line of battle and the artillery was pushed forward on the open ground between the severed ranks of the various commands. The cavalry took up an advantageous position on the right and left wings.

A more perfect line of battle could not have been formed by the finest army in Europe. The artillery was well supplied with ammunition, and the infantry had 100 rounds to each man. In addition, the supply trains were well posted and easy of access.

Real, bloody work soon began. The field of battle was in a valley, and the two armies occupied heights opposite each other, the French line forming a semi-circle extending twelve miles, overlooking the valley, which was covered with twelve inches of snow. On the opposite heights the Prussians held a somewhat similar position.

Shortly after nine o'clock the Prussians began a furious cannonade from the wood near the extreme left. They were flanked by an immense force of cavalry partly concealed by the wood. Their position was where the German infantry massed with the evident intention of turning Chanzy's right. The artillery fire on both sides was continued without intermission until the ammunition was nearly exhausted. It was a fierce, well-sustained duel, the German and French artillerymen displaying marked skill and courage.

At length the Prussian commanders gave the order for an advance, and the German infantry moved forward. The French, equally rapid, advanced along their whole line, and the opposing armies met in the valley in a fair hand-to-hand fight. The masonry fire was severe and effective. The German troops were cool and collected, and the French impetuous and gallant. Indeed both armies behaved with notable bravery until near noon, when the German Mobles began to waver, and being unable to hold their position, a retreat commenced. Meantime the dead and wounded lay upon the battlefield by thousands, and the snow fields were red with human blood.

The carnage was fearful on both sides. Before five o'clock in the evening 15,000 French soldiers had fallen, and at this hour the whole army started in full retreat. The French and German forces were about equally matched. I should judge that they numbered 60,000 men each.

SECOND DAY'S FIGHTING.

This the 11th has been one of the most eventful days in the history of France during the present war, and it is probable that one of the most eventful battles fought since the struggle began closed at midnight of this day.

After the defeat of yesterday (January 10) General Chanzy, displaying much energy, rallied his broken columns, and, having received reinforcements, determined to strike another blow to retrieve his fortunes, knowing that the whole hope of France centred upon the ability of his army to break through the strong opposition of the Red Prince and advance to the relief of Paris. After a night of an uneasy labor and anxiety daylight found the French forces prepared for the conflict. Their army consisted of three corps, the 16th, 17th, and 21st, respectively, under the command of Admiral Jouqueberry and Generals Colomb and Jouffroy. These corps averaged 50,000 men each, making an effective force of 150,000 men, the whole under the supreme control of General Chanzy.

By ten o'clock in the morning Jouqueberry's corps had taken up a position on the right bank of the river Huise, Gen. Colomb's on the plateau of Anvours, and General Jouffroy's on the right, covering the village of Brette. The Prussians advanced along three roads, and are said to have been under the command of Prince Frederic Charles himself. They were apparently 100,000 strong. Soon after 10 o'clock sharp firing was opened by the Prussians from well-located batteries on the left of the French. It was replied to with spirit. Very soon a large force of German infantry, flanked by cavalry, advanced under cover of a heavy artillery fire, striking the right of Admiral Jouqueberry's position. The assaulting column was met by a fierce artillery fire from many guns, including a number of mitrailleuses of the new pattern. The struggle now became exceedingly severe, and was well contested. But although the Germans

suffered heavy loss they finally succeeded in driving back the French capturing early two guns and taking and holding the important position near the river.

General Chanzy, perceiving the danger which threatened his position, moved forward his reserves of artillery to the support of Admiral Jouqueberry.—These opened a terrific fire, which checked for a while the further advance of the Germans, in that direction.

Two or three severe assaults were made by the Germans to secure further advantages, the object being to take the position held by the French at La Tuilleries. The French, however, were strongly posted, and fought with great courage and determination. Each assault was repulsed with serious loss to the Germans, the French also losing heavily.

Meantime an equally fierce attack was made on the French line covering the railroad to Chartres and Paris. After two hours desperate fighting the French centre was driven back. It retreated, however, slowly and in good order for a short distance only, to a position in rear of that first occupied, and where the rising ground afforded good facilities for the artillery. Here a heavy force of guns was parked, which, manned by the marines, opened a severe and well-directed fire upon the advancing enemy. This not only checked the Germans, but compelled them to fall back in turn. A heavy counter fire soon opened from the German batteries, which, during the engagement, had advanced to a commanding position on the left of the rail road.

The superiority of the German guns in firing soon became apparent. After an unequal duel the French fire slackened, the Germans causing great loss to the French lines. Still the French infantry maintained their position heroically, and another attempt to dislodge them signally failed.

For some time the engagement had the character of an artillery duel; but when the German lines had taken the positions assigned them a more active attack commenced evidently with a desire on the part of the Germans to capture the position on the right bank of the Huise, in order to execute a flanking movement, with the object of cutting between the army and Le Mans, and capturing a large number of prisoners.

At 4 o'clock the Germans advanced by columns, covered by artillery, against Chateau du Chartres, a pretty country place, and occupied as headquarters.—Here for the first time the French battery, hitherto in reserve, opened fire, apparently taking the Germans by surprise, and causing the advance to waver, but only momentarily. With the usual German obstinacy the Germans again pressed forward and attacked the French infantry which occupied a terraced road, below the general position.

It soon became evident the French were unable to withstand the heavy charges of the enemy, and at 5 o'clock the order for backward movement was given. The Germans apparently in contempt of their partial success seem disinclined to pursue the advantage.

General Chanzy actively superintended the retreat, which was never disorderly. Indeed, the French still held the strongest position, and I believe that the results of the day were irrevocably lost to them.

I have reason to know that General Chanzy hoped to renew the fight under better auspices to-morrow, but later in the evening an event occurred which made a change in his prospects. After dark a strong force of Germans renewed the fight, making for the right of La Tuilleries, the most important French position. Immense masses of infantry and a large force of cavalry advanced rapidly, scattering the French, who did not anticipate the attack. The Mobles from Brittany fled in disorder, and the whole French force on the right bank of the Huise were compelled to make a rapid retreat upon Le Mans. This unforeseen disaster may compel the evacuation of Le Mans, if not break up Chanzy's army. A council of war was in session. If the second Army of the Loire is lost all hope for France is gone.

A Chesterfield, Mass., man, who married a wife several weeks ago, recently deserted her on the flimsy pretext that she wasn't stylish enough for him. He took every article of furniture from the house and left her sitting on the floor.—The Chesterfield youngsters rallied to ride him out of town on a rail; but he made quick his escape the mob, though they discovered the ruse and made hot pursuit.

The other day the front door of the New York Tribune office had to be closed for some purpose. So Mr. Greeley wrote on a piece of paper, "entrance on Spruce street," and sent it down to the man who does the printing of the bulletines, to be copied. The man studied over Greeley's tracks all the forenoon, and finally in despair, wrote, "Editors on a spree!" and posted it up.

Last Thursday evening, at half-past six o'clock, Harry G. Bremser shot himself at his hotel in Lancaster. He was to have been married at half-past seven the same evening to a young woman, who, at the time of the suicide, had just entered his room with a cup of tea, he having complained of a headache.

Pittsburg has thirty-two iron, nine steel and two copper mills. The daily consumption of the iron mills is 1200 tons, and their annual production is \$23,000,000. There are forty-eight foundries, employing two thousand men in all, and adding \$5,000,000 per year to the wealth of our country.

New Advertisements.

FINANCIAL.

NEW 7-30 GOLD LOAN

OF THE NORTHERN PACIFIC RAILROAD CO. Secured by First Mortgage on Railroad and Land Grant.

SAFE! PROFITABLE! PERMANENT!

JAY COOKE & CO.

Offer for sale at par and accrued interest the First Mortgage Land Grant Gold Bonds of the Northern Pacific Railroad Company. They are free from United States Tax, and are issued of the following denominations: Coupons \$100, \$500, and \$1,000; Registered \$100, \$500, \$1,000, \$5,000 and \$10,000.

With the same entire confidence with which we commended Government bonds to Capitalists and people, we now, after the fullest investigation, recommend these Northern Pacific Railroad bonds to our friends and the general public.

GOLD PAYMENT.—Both principal and interest are payable in American gold coin, at the office of Jay Cooke & Co., New York City—the principal at the end of 30 years, and the interest (at the rate of seven and three-tenths per cent. per annum) half-yearly from January and July.

PERFECT SAFETY.—The bonds are now selling, are secured by a first and only mortgage on all the property and rights of the Northern Pacific Railroad Company, which will embrace on the completion of the work:

- 1. Over Two Thousand Miles of Road, with rolling stock, buildings, and all other equipments.
2. Over Twenty-two Thousand Acres of Land to every mile of finished road. This agricultural, timbered and mineral, amounting in all to more than Fifty Million Acres, consists of alternate sections, reaching twenty to forty miles on each side of the track, and including in a broad fertile belt from Wisconsin through the richest portion of Minnesota, Montana, Idaho, Oregon and Washington, to Puget Sound.

While the Government does not directly guarantee the interest of the Road, it thus indirectly provides for their full and prompt payment by an approved grant of land, the most valuable ever conferred upon a great national improvement.

THE MORTGAGE.—The Trustees under the Mortgage, Messrs. Jay Cooke of Philadelphia, and J. Edgar Thomson, President of the Pennsylvania Central Railroad Company. They will directly and permanently represent the interests of the Mortgage bond holders, and are required to see that the proceeds of land sales are used in purchasing and settling the bonds of the Company if they can be bought before maturity at not more than 10 per cent. premium; otherwise the Trustees are to invest the proceeds of land sales in United States Bonds or Real Estate Mortgages for the further security of Northern Pacific bondholders. Also, that they have at all times in their control, as security, at least 100 acres of average land to every \$1,000 of outstanding first mortgage bonds, besides the railroad itself and all its equipments and franchises.

PROFITABLENESS.—Of course nothing can be better than the interest of the United States, but as the Government is no longer a borrower, and as the Nation's present work is not that of preserving its existence, but that of advancing its civilization, we remind those who desire to increase their income and obtain a permanent and profitable investment, still having a perfectly reliable security, that:

United States 5-20's at their average premium yield the present purchaser less than 3 1/2 per cent. gold interest. Should they be redeemed in five years, and specie payment be required, they would pay only 4 1/2 per cent. or if in three years only 2 1/2 per cent. as the present premium would meanwhile be sunk. Northern Pacific 7-30's selling at par in currency yield the investor 7 3/4 per cent. gold interest absolutely for thirty years, free from all United States tax. \$1,100 currency invested now in United States 5-20's will yield per year in gold \$35.00. \$100 currency invested now in Northern Pacific 7-30's will yield per year in gold \$35.00. Here is a difference in annual income of nearly one cent, besides a difference of 7 to 10 per cent. in principle, when both classes of bonds are redeemed.

THE ROAD NOW BUILDING.—Work was begun in July last on the western portion of the line, and the money provided by the sale to stockholders of some six millions of the Company's bonds, to build and equip the road from Lake Superior across Minnesota to the Red River of the North—233 miles.—The grading on this division is now well advanced, the track rapidly laid; several thousand men are employed at the present time on the first of August next this important section of the road will be in full operation.—In the meantime orders have been sent to the Pacific coast for the commencement of the work on the western and in days not far distant thereafter the work will be pushed eastward and westward, with as much speed as may be consistent with solidity and a wise economy.

RELIABLE FOR LANDS.—These bonds will be at all times, before maturity, redeemable, at 110, in payment for the company's lands, at their lowest cash price.

BONDS EXCHANGEABLE.—The registered bonds can be exchanged at any time for coupons, the coupons for registered bonds, and these can be exchanged for others, payable principal and interest, at any of the principal financial centres of Europe, in the coin of the various European countries.

HOW TO GET THEM.—Your nearest Bank or Banker will supply these bonds in any desired amount, and of any needed denomination. Persons wishing to exchange stocks or other bonds for interest, should apply to our agents, who will allow the highest current price for all marketable securities. These living in localities remote from banks, may send money, or other bonds, directly to us by express, and we will send back Northern Pacific bonds at the same rate, and without cost to the investor. For further information, pamphlets, maps, etc., call on or address the undersigned, or any of the Banks or Bankers employed to sell this loan.

FOR SALE BY WM. PAINTER & CO., Bankers, PHILADELPHIA, Agents for Eastern Pennsylvania, AND DOTY, PARKER & CO., AND JUNIATA VALLEY BANK, MIFFLINTOWN, PA.

The Place for Good Grape-vines

IS AT THE Juniata Valley Vineyards, AND GRAPE-VINE NURSERY.

THE undersigned would respectfully inform the public that he has started a Grape-vine Nursery about one mile northeast of Mifflintown, where he has been raising a large number of the different varieties of Grapes; and having been in the business for seven years, he is now prepared to furnish VINES OF ALL THE LEADING VARIETIES, AND OF THE MOST PROMISING KINDS, AT

LOW RATES, by the single vine, dozen, hundred or thirty-sand. All persons wishing good and thrifty vines will do well to call and see for themselves.

Good and responsible Agents wanted. Address, JONAS OBERHOLTZER, Mifflintown, Juniata Co., Pa. Feb. 14, 1871-17

ALL KINDS OF BLANK WORK, &c., done at this Office in the neatest manner and at low prices.