

PUBLISHED EVERY SATURDAY MORNING, BY H. B. MASSER & CO., SUNBURY, NORTHUMBERLAND COUNTY, PENN'A

NEW SERIES, VOL. 3, NO. 36.

SATURDAY MORNING, JUNE 22, 1867.

BUSINESS CARDS.

L. H. KASE BRUMBE & KASE.

Attorneys and Commsellors at Law,
Unesnut Street, west of the N. C. and P. & E. Railroad Depot, in the building lately occupied by
F. Lazarus, Esq.,
SUNBURY, PENIN'A.
Cellections and all Professional business promptly
attended to in Northumberland and adjoining Counties.

G. W. HAUPT, Attorney and Counsellor at Law, Office on south side of Market street, five doors East of the N. C. Raifrond,

SUNBURY, PA.

Will attend promptly to all professional business entrusted to his care, the collection of claims in Northumberland and the adjoining counties.

Sunbury, April 13, 1867.

EDWIN A. EVANS,

ATTORNEY AT LAW. Market Square, near the Court House, SUNBURY, Northumberland County, Pa, Collections promptly attended to in this and adjoin-ing Counties. April 13, 1867.

J. R. HILBUSH SURVEYOR AND CONVEYANCE

JUSTICE OF THE PEACE. Mahonoy, Northumberland County, Penn'a
Office in Jackson township. Engagements can
be made by letter, directed to the above address.
All business entrusted to his care, will be promptly
attended to.
April 22, 1867.—1y

WM. M. ROCKEPELLER. LLOYD T. ROHRBACH. appobubus ap baw.

UNBURY, PENNA. OFFICE the same that has been heretofore occupied by Wm. M. Rockefeller, Esq., nearly opposite the residence of Judge Jordan.
Sunbury, July 1, 1965.—1y

HILL & WOLVERTON. Attorneys and Counselors at Law SUNBURY, PA.

SUNBURY, PA.

Will attend to the collection of all kinds of claims, including Back Pay, Bounty and Peanall, 1, '66.

G. VY. NIEGLER. ATTORNEY AT LAW, North Side of Public Square, adjoining residence Geo. Hill, Esq.,

SUNBURY, PENN'A. Collections and all Professional business promptly tended to in the Courts of Northumberland and Bunbury, Sept. 15, 1866.

JNO. KAY CLEMENT,

attorney at law. Business in this and adjoining counties carefully and promptly attended to. Office in Market Street, Third door west of Smith & Genther's Stove and Tinware Store,

nberland, Union, Snyder, Montour, Columbia

and Lycoming. Hon, John M. Reed, Philadelphia,

Hon. John M. Reed, Philadelphia,
A. G. Cattell & Co.,
Hon. Wm. A. Porter,
Morton McMichael, Esq.,
E. Ketcham & Co., 289 Pearl Street, New York.
John W. Ashmead, Attorney at Law,
Matthews & Cox, Attorneys at Law,
Sunbury, March 29, 1862. JACOB SHIPMAN, FIRE AND LIFE INSURANCE AGENT

SUNBURY, PENN'A. REPRESENTS Farmers Mutual Fire Insurance Co., York Pa., amberland Valley Mutual Protection Co., vew York Mutual Life, Girard Life of Phil's. & Hart-

ord Conn. General Accidents.

Sunbury, April 7, 1y W. J. WOLVERTON. ATTORNEY AT LAW. Market Street, 5 doors west of Dr. Eyster's Store SUNBURY, PENN'A. All professional business in this and adjoining coun-

ties promptly attended to. Sunbury, November 17, 1866.—1y DR. E. D. LUMLEY, PHYSICIAN AND SURGEON NORTHUMBERLAND, PA. .

DR. LUMLEY has opened an office in Northum-berland, and offers his services to the people of that place and the adjoining townships. Office next door to Mr. Scott's Shoe Store, where he can found at all Northumberland August 19, 1865 .-

JEREMIAH SNYDER. Attorney & Counsellor at Law. SUNBURY, PA. District Attorney for Northum-Sunbury, March 31, 1866.—:y

SKASHOLTZ, C. H. WOLVERTON, C. P. SKASHOLTZ COAL! COAL! COAL! THE subscribers respectfully inform the citizens of Sunbury and vicinity, that they have opened a

at J. Haas & Co's Lower Wharf, Sumbury, Pa.
where they are prepared to supply all kinds of Shamokin Coal, at cheap rates. Families and others
promptly supplied. Country custom respectfully
selicited. SEASHOLTZ & CO. Sunbury, Jan. 12, 1887.

COAL! COAL!! COAL!! GRANT & BROTHER,
Shippers & Wholesale & Retail
Dealers in
WHITE & RED ASH COAL,

in every variety. Sole Agents, westward, of the Celebrated Henry

LOWER WHARP, SUNBURY, PA. Sunbury, Jan. 13, 1866.

VALENTINE DIETZ, in every variety of

ANTHRACITE COAL,

Upper Wharf, SUNBURY, Penn'a. Saubury, May 12, 1866,-y

BOUNTY FOR SOLDIERS. I HAVE made arrangements in Washington City, for the prompt collection of Bounty under the late Act of Congress. I have also received the proper blacks to prepare the claims. Soldiers entitled to this Bounty should apply immediately, as it is estimated that it will require three years to adjust all the claims.

the claims.

All soldiers who enlisted for three years and who All soldiers who entisted for three years and who have not received merethan \$100 hounty are entitled to the benefits of this Act, as well as soldiers who have entisted for three years and discharged after a service of two years, by reason of wounds received, the area contracted in line of duty, or re-calistment.

LLOYP T. ROHRBACH

Sandary, August 18, 1866

Dr. CHAS. ARTHUR, Graduate of the Homocopathic Medical College of Pennsylvania.

OFFICE, Market Square opposite the Court House-SUNBURY, PA.

Office Hours—7 to 9—merning; 1 to 3—afternoon; 7 to 9—evening. May 18.

JACOBO. BECK, MERCHANT TAILOR,

CLOTHS, CASSIMERES, VESTING, &c. Fawn street, south of Weaver's Hotel.

SUNUBRY, PA.

BINGHAM HOUSE. ELEVENTH & MARKET STS., PHILADEL'A. ELEVENTH & MARKET STS., PHILADEL'A.

THIS new and elegant House is now open for the reception of guests. It has been fitted up in a manner equal to any in the country. The location being central makes it a very desirable stopping place, both for Merchants and parties risiting the city. The parlors are spucious, and elegantly furnished. The tables will be supplied with all the delication the market will afford, and it is the intention of the Proprietor to keep in every respect a First Class Hotel.

Terms 83 00 per day.

Terms \$3 00 per day. CURLIS DAVIS, Proprietor. February 2, 1867.—6m

DR. J. S. ANGLE, RADUATE of Jefferson Medical College, with five years practice, offers his professional serieses to the citizens of Sunbury and vicinity—will ttend all calls promptly. OFFICE Market Street, opposite Weaver's Hotel

OFFICE HOURS | from 8 to 10 A. M. 2 to 5 P. M. Sanbury, April 27, 1867. AMBROTYPE AND PHOTOGRAPH GALLERY.

Corner Market & Fawn Street, SUNBURY, Pa S. BYERLY, PROPRIETOR, Photograph, Ambrotypes and Melainotypes taken in the best style of the art. apl. 7, 1y

E. C. GOBIN, Attorney and Counsellor at Law. BOONVILLE, COOPER CO , MISSOURI. WILL pay taxes on lands in any part of the State. Buy and sell real Estate, and all other matters entrusted to him will receive prompt attention. July 8, 1865.—oct 15, '64.

UNION HOTEL. CHAS, ITZEL, Proprietor. n Cake's Addition to SUNBURY, near the Penn's

Railroad Company's Shops.
PERMANENT AND TRANSIENT BOARDERS tept who will find ample accommodations. Good ooks and waiters, boarders can enjoy the quiet com-orts of home with fare equal to the best hotels. His Liquors are of the choicest kinds. Sunbury, June 8, 1867.

DOUTY HOUSE, J. S. HALL, Proprietor, Corner Sunbury and Rock Streets,

SHAMOKIN, PENN'A. office in Market Street, Third door west of Smith
& Genther's Stove and Tinware Store,
SUNBURY PENN'A.

H. B. MASSER,
Attorney at Law, SUNBURY, PA.—
Collections attended to in the counties of Nor-

The patronage of the public is solicited April 13, 1867.

Mount Carmel Hotel MT. CARMEL, Northumberland Co., Pa., THOS. BURKET, PROPRIETOR.

This large commodious Hotel is located near the depots of the Shamokin Valley and the Quakake & New York Railroads. Trains arrive and depart daily. This house is located in the centre of the Coal Region and affords the best accommodations to travelers and permanent customers.

BEEDE IN HIW. THE following persons are entitled to receive an increase of Bounty under the Act of Congress passed July 1866, to equalize Bounties.

Ist All soldiers who enlisted after the 19th day of April, 1861, for 3 years, and served their time of enlistment and have been honorably discharged, and have received or are entitled to receive a Bounty of \$100, are entitled an additional Bounty of \$160.

2d All such soldiers who enlisted for 3 years, and have been honorably discharged on account of wounds received in the line of duty, are entitled to an additional Bounty of \$100.

an additional Bounty of **8100.**3d The Widow, Minor Children, or Parents of such soldiers who died in the service of wounds or disease, are entitled to an additional Bounty of **8100.**By application to S. P. WOLVERTON, Eq., of SUNBURY, Pennsylvania, who is an authorized Claim Agent, all such claims can be speedily collected.

Sunbury, August 4, 1866.—tf

Bounties Collected. G. W. HAUPT, Attorney at Law, Sunbury, Pa offers his professional services for the collection of bounties due to soldiers under the late Equalization Act passed by Congress. As an authorized claim agent he will promptly collect all Bounties, Pensions and Gratuities due to soldiers of the late war, or the war of 1812. Sunbury, August 18, 1866.

PIANO FOR SALE. HANDSOME, fine-toned, new, and price low.

Children's Carriages. WE would call the attention of those wanting Child's Carriage, to our new and large assor-ment comprising new and beautiful style. J. H. CONLEY & CO.

MILLINERY GOODS AND NOTIONS.

Miss ANNA PAINTER, Market Square, two doors west of the Post Offic SUNBURY, PENN'A. RESPECTFULLY informs her friends and the public, that she has just returned from the city, where she has spent some time in making selections and purchases, and has just opened a large stock of MILLINERY GOODS AND NOTIONS,

Ribbons, Laces, Dross-Linings, Crinotine and Wigans Skirting Lining, Hoop Skirts, Bugle Trimmings, Crape Trimmings, Hat Crape, Cloak Buttons, Corsets, Zephyrs.

A large assortment of Ladies and Gentlemen' Hoslery.

A variety of BOOKS & STATIONERY. DOLLS of all sizes, Alphabet Blocks, &c. She flatters herself in being able to make a display that will give entire satisfaction to visitors, and goods will be achibited with pleasure. Sunbury, May 4, 1867.

GIRARD HOUSE,

THIS well known Hotel, situate near the corner of Ninth & Chesnut Streets, Philadelphia, is, on account of its superior location and excellent accommodations, one of the best and most desirable stopping places in the city. H. W. KANAGA, Proprietor. Fe' cuary 16, 1867.—6m

W. W. APSLEY, WITH

T H A C H E R & CO., Boots, Shoes & Trunks,

No. 16, North 4th St., PHILADELPHIA. March 23, 1867 .- 1y

A NEW ARRIVAL OF Momoopathic Physician. SPRING AND SUMMER AT THE STORE OF

> J. H. ENGEL, Corner of Fourth and Market Streets, SUNBURY JUST reseived from New York and Philadelphia, a large supply of SPRING AND SUMMER GOODS, which he will sell at small profits, for cash

or country produce.

His Dry Goods department is full of every description. A splendid line of LADIES' DRESS GOODS, and White Goods at all prices.

Fancy Sacking for Ladies, and Shetland Wool Shawls Yankee Notions in Great Variety

Also, Ladies' French Corsets and Hoop Skirts. CARPETS, Wove Floor Cloths, Stair Carpets Floor Oil Cloths, all widths, Carriage Oil Cloth, Table Oil Cloth Widow Shades, Plain Green and Brown Oil Cloth and Fixtures for Windows.

GROCERIES.

Sugar, Coffee, Molasses, Rice, Crackers, Spices, Salt Fish, Cheese, &c. Queensware, Glassware, splendid Setts of Teaware, at low prices. BOOTS & SHOES IN GREAT VARIETY. Hats and Caps, Oil, Paint, Glass, Putty, School Books, Paper, Slates, &c.

HARDWARE. Shovels, Forks, Nails, Locks, Hinges and Sorow A large assortment of WALL PAPER and Border, at all prices.
All persons desiring to get good goods will please give him a call.

Sunbury, April 20, 1867: BIRD CAGES, 11 different kinds. If you want good and cheap Bird Cages go to CONLEY & CO'S

SPRING AND SUMMER MILLINERY AD FANCY GOODS,

Just opening at the Store of Miss LOUISA SHISSLER, South side of Market Square, SUNBURY, Pa. MISS SHISSLER has just returned from the cities with a choice and fashionable selection of BONNETS, HATS, SHAKERS, SUNDOWNS, RISTORI, COMET, &C.,

of the latest styles and patterns, to which she invites the attention of lady purchasers. Also, Misses and Children Hats of different varieties. Misses and Children Hats of different varieties.

A fine assortment of Ladies' Hosiery, Gloves, Fanst Parasols, Bugle Trimmings, Flowers, Ribbons, Bel, Ribbons, Velvet Ribbons, Braid, Ladies' Neck Ties Dress Combs, Head Dresses, FANCY GOODS, Laces, Handkerchiefs, Lace Collars, Zephyrs, Buttons, and all goods found in a lady's furnishing Store.

Also, received an excellent assortment of Perfumery, Tollet Sonss, Tooth and Hair Brushes, with a different variety of collars (paper and linen,) and Neck-Ties, Half-Hose, Suspenders, &c., for Gentlemen. A good assortment of Stationery.

Thankful for past favors she hopes by a further desire to please the public, the continuance of their patronage. LOUISA SHISSLER.

NEW GROCERY STORE, W. S. FURMAN & CO. Market Street, Six doors East of Third street, north

side, SUNBURY, PA., RESPECTFULLY inform their friends and the public, that they have opened a NEW GROCERY AND PROVISION STORE, and will be happy to have them call and examin-their stock, which has just been opened, embrac-ing everything in the Grocery line, such as

Coffee, Tea, Sugar, Syrups, Spices, Canned and Dried Fruits, Beans. Hominy, Cheese, Crackers, Bacon, Ham, Fish, Salt, Potatocs, etc., together with Soaps, Candles, Soda, &c., and in fact everything in the Groceryand Provision.

Line. FLOUR AND FEED, Queensware, Willow-ware Glassware, Coal Oil Lamps, Coal Oil &c.
Call and see before purchasing cleswhere.
W. S FURMAN & CO Sunbury, April 27, 1867.

SPRING TRADE 1867. M. L. LAZARUS,

OULD respectfully call the attention of public to her new assortment of

SPRING GOODS. In Dress Goods, Lawns, Delaines, Alapaeas, Mohairs, &c. White Goods, Cambries, Swiss Nainsook, Jaconet, Iudia-Twills, Brilliants, and a variety of Garribaldi Muslins, New Style.

Dress Trimming in great variety. Edgings, Gloves, Hosiery, Ribbons, Corsets, Hoop Skirts, Towels, Napkins, Ladies and Gent's Linen Handkerebiefs, Parasols, Lace and Greenadine Veils, and a great variety of Notions too numerous to men-

on.
KID GLOVES of the very best quality. Sunbury, May 4, 1867. M. L. LAZARUS.

FANCY DRY GOODS STORE

MISS KATE BLACK,
Market street, four doors west of Wm. H. Miller's
Boot and Shoe store, SUNBURY, Pa.
RESPECTFULLY informs her friends in Sunbury
and vicinity, that she has just opened her SPRING & SUMMER DRESS GOODS, fusbionable Dress Trimmings,

Head Drosses, Gloves, Hosiery, Embroideries, Lace Collars, Bleached and unbloached Muslins, Sheetings, Drillings, Alapseas, Poplins, Crape and Lace Veils. Ladies' Hats, Children's Hats and Caps, of every variety.

Mine. Demorest's Hair Curlers, Hair Coils and Curls, Gloves, Stockings, Collars, Corsets, &c. Gents' Collars, Necktics, half Hose, Handker-chiefs and Suspenders. Bradley's new Patent Duplex Elliptic (or double Spring SKIRTS.)

HOPKINS Elliptic Skirts.
Perfumery, Toilet Soaps, Hair Brushes, Combs.
Toys, and a general variety of NOTIONS.
KATE BLACK. Sunbury, April 27, 1867.



MANCHESTER, N. H. Sold by W. A. BENETT, Sunbury, Pa, and Druggist generally.
April 6, 1867.—6us CARPENTERS.

WILL find in our establishment a superior stock of Planes. Saws, Augers, Hatchets, Hammers, Files, Chizels, &c., &c., for sale by J. H. CONLEY & CO.

I CE CREAM FREEZERS and Haley's Patent Clothe Wringers, for sale by B. ZETELMOYER.

Sunbury, July 7, 1866.

MISCELLANEOUS. THE UNION PACIFIC RAILROAD FROM OMAHA, NEBRASKA. What has been Done, and when

it will be Finished. No great enterprise was ever begun about which so little has been said and so much has been done. The public have a vague idea that a railroad is being built from somewhere in the East to somewhere in a farther West that a railroad track has ever before been laid; but where it begins, or what route it follows, or where it is to end, we venture to assert not one in a thousand can

For a dozen years we have heard that a great Pacific Railroad was to BE built, and dozen names and a dozen companies, and a dozen routes-from the southern boundary of Texas to the northern boundary of Lake Superior-have been urged upon Congress as the greatest and best means for uniting the Atlantic and Pacific shores. Bubble after bubble was blown, and each burst in turn when touched by the sharp point of practical experience.

The absolute necessity for a Pacific Rail-road to retain and bind more closely together the eastern and western extremities of the continent in one great UNITED AND PACIFIC country, the immense cost of government transportation to its frontier and Rocky Mountain posts, and the even greater cost of Indian wars, in a region that nothing but a railroad could civilize, and nothing but civilization could pacify,—the great importance of opening a road to the rich gold and silver mines of the Rocky and Sierra Nevada Mountains so that the way to the resumption of specie payments might be made shorter and easier,—all these prudential reasons finally pressed with such weight upon Congress, that it determined that the road should be made. There were, indeed, many others: two thousand miles of additional territory would be opened for settlement; vast bodies of land now valueless would be made productive; the tide of business and travel that now winds a tedious and dangerous way along the borders of two oceans, would be increased ten-fold, and how would the fathers in the East strike hands with their sons and daughters at the Golden Gate,

if they could only be borne on the wings of the locomotive! The imperative need of the work was admitted, but it was too vast for individual enterprise to attempt. No combination of private capitalists was willing to risk a hun-As the undertaking was strictly national, so no power less than that of the nation was sufficient to accomplish it; and large as the cost necessarily would be, the expenditure would save a much greater cost to the coun- This does not take into the account the try.\* But the Government did not wish to enter upon any new system of internal improvements on its own account; and its paid in the future, or the present discount only alternative was to grant its aid in the at which the bonds are offered, as they are

This charter was granted and perfected by various acts of Congress, and the Com-pany comprises men of the highest reputa-tion for integrity, wealth, and business experience. Among the officers are General John A. Dix, President; Thomas C. Du-rant, Vice President; and John J. Cisco, er to charge remunerative prices.† late Assistant Treasurer of the United States,

Treasurer. The capital authorized by the charter is One Hundred Million Dollars, of which it is estimated that not exceeding Twenty-Five Millions will be required, and of which Five

Millions have already been paid in. Surveying parties were at once pushed out in various directions across the continent to find and locate the best available line between the Missouri River and the Pacific Ocean. This was established at Omaha, in Nebraska, on the east, and will finally be at San Francisco, in California, on the west-a distance of nearly 1,900 miles. The Chicago and North Western Railroad is now completed from Chicago to Omaha, a distance of 492 miles; and several other roads are rapidly building to unite with the Union Pacific at the same point; so that its eastern connections will be numerous and complete.

The general line of the road from Omaha is west, up the valley of the Great Platte, and thence across the plains a distance of 517 miles, to the Black Hills, or easterly spur of the Rocky Mountains. Col. Sey-mour, the Consulting Engineer, reports that the grade is much more favorable than was anticipated—the maximum to the Rocky Mountains not exceeding 30 feet to the mile, and from that point to the summit, or divide comprising a vast number of emigrants and of the continent, it will not exceed 80 feet to the mile. From the Rocky Mountains the best practicable route will be taken to Great Salt Lake City, and thence by the valley of the Humboldt River to the eastern be questioned. But, estimating the overland base of the Sierra Nevada Mountains. The Central Pacific Railroad is now being ra-pidly built east from Sacramento, Cal., and is already completed about 100 miles, and will connect with the Union Pacific.

WHAT HAS BEEN DONE, AND ITS COST. As we remarked before, there has been very little talk, and a great deal of work.—
Almost before the public were aware, it had
been begun. On the first of January, 1867, the Union Pacific Railroad was FINISHED for 305 miles west from Omaha, and fully equipped with locomotives, rolling stock, repair shops, depots, stations, &c., and the Company have on hand iron, ties, and other materials, sufficient to finish the road to the Rocky Mountains, or 517 miles from Omaha, by the first of September, 1867. It is ex-

fornia, will be completed in 1870.

The first 305 miles were graded, bridged and ironed, with a heavy T rail, and supplied with suitable depots, repair shops, sta-tions, locomotives, cars, and all the neces-sary appurtenances of a first-class road, for \$50,000 per mile, and it is believed that the remaining portion will not increase the average cost to more than \$66,000 per mile, exclusive of equipments. MEANS FOR CONSTRUCTION.

When the Government determined that the road must be built, it also determined to the road must be built, it also determined to make the most ample provision to render its speedy construction beyond a doubt.

1st.—The Grant of Money.—The Government issues to the Company its Six Per Cent. There-Year Bonds at the rate of \$16,000 per mile for the whole road, and, in

\*It has been proved, already, that the entire interest on the fifty millions in bends advanced by the Government will be saved more than twice over in the consequent diminution of Government expenses in the regions through which the road passes.

addition, for 160 miles across the Rocky Mountains this grant is trebled, making it \$48,000 per mile; and from the termination of this section to the California line (about 1898 miles), the grant is doubled, making \$32,000 per mile,—the whole amount being \$32,000 per mile,—the whole amount being \$44,308,000. These bonds are issued by the Government only on the completion of each. Government only on the completion of each section of twenty miles, and after the Commissioners appointed by the President of the United States have certified that it is thoroughly built and supplied with all the machinery, &c., of a first class railroad. The interest on these bonds is paid by the U.S. Treasury, and the Government retains, as a sinking fund to be applied to re-payment of principal and interest, one-half the regular charges made for transportation by the Company against it. These bonds, which are a second mortgage, are not due for thirty years, and it is not improbable that the value of the services to be rendered to the Government during that period will consti-tute a sinking fund sufficient for their re-

demption at maturity.
2d.—The First Morrgage Bonds.—The Government permits the Company to issue its own Mortgage Bonds at the same time, and on the same terms, and for the same amount, and by special Act of Congress these bonds of the Company are made a FIRST MORTGAGE on the entire line and pro-perty of the road, the Government bonds being subordinate. The amount of these bonds to be issued by the Company is limited to an amount equal to those issued by the Government to aid in the construction of the road.

3d .- THE LAND GRANT .- While this is certainly munificent, at the same time it is most advantageous to the Government, for without it all its own lands would remain almost worthless. It is a donation of every alternate section for 20 miles on each side of the road, or 12,800 acres per mile, and distance from Omaha to the California State line to be 1,565 miles. Much of this land, especially in the valley of the Great Platte, is a rich alluvium, and is considered equal to any in the world for agricultural purposes. Hon. E. D. Mansfield, the learned Commissioner of Statistics for the State of Ohio, estimates that at least 9,400,000 will be available to the Company within a moderate length of time, and that it is far within the propose which will command success."

The spirit which inspired the above paragraph, together with the fact that thousands of brave soldiers are still ready to follow their leader wherever he may see fit to call be available to the Company within a mode-rate length of time, and that it is far within bounds to estimate this entire grant at \$1.50 an invitation to attend a mass meeting in an acre, or \$30,000,000. The Illinois Central has realized more than four times this which Hon. Henry Wilson, a distinguished sum from a similar grant.

RECAPITULATION OF MEANS FOR 1,565 MILES. U. S. Bonds, equal to money, \$44,208,000 dred million dollars in the construction of 2,000 miles of railroad through a wilderness. Land grant, 20,032,000 acres, say 30,000,000

\$118,416,000 equal to a cost of nearly \$76,000 per mile, which is believed to be a liberal estimate.-

\$113,000; and as the road is extended towards the great mining centers, the business in freight and passengers constantly increases-and as there can be no competition from rival roads, the Company has full pow-

PROSPECTS FOR FUTURE BUSINESS. It needs no argument to show that the ratile of the only railroad connecting the Atlantic and the Pacific, and passing through the great mining region, must be immense.
Although our annual product of the pre-

ious metals is now officially estimated at \$100,000,000 per annum, a vastly greater sum will be obtained as soon as the Union acific Railroad opens the way to the golden regions of the Rocky Mountains. Now. the difficulties and cost of communication are so great, that none but the very richest veins can be worked; but with cheap transportation, hundreds of thousands of hardy niners will successfully develop other mines, that, with less costly working, will be even more profitable that the average of those now in operation; and the business of this constantly increasing mining interest must

pass over this road. The records of our shipping offices show that not less that 50,000 passengers now an-nually travel by sea between the Atlantic ports and San Francisco; and these reckoned at \$150 each (about one-half the steamer price) would produce a revenue of \$7.500 .-The overland travel is even greater. In

a single year, twenty-seven thousand teams,

travelers, departed from two points only on the Missouri River on their westward jourthrough travel at the same figures as that by steamer, and we have \$15,000,000 as the minimum estimate on the same number of passengers. But the facilities for cheap and rapid transit furnished by railroad always vastly increases the amount of travel with the same population. The difference be-tween the numbers who would take an through travel will be at once doubled on the completion of the road in 1870, and, If I appreciate the principles of the Demwith the rapid increase of Pacific Coast population in the next few years, more than quadrupled? Is it at all extravagant to assert that the through passenger business during the first year after the first train of cars runs from Omaha in Nebraska to Sacra runs from Oma cramento, will be worth twenty-five million When to this we add half as much more for its way passenger business, and more than as much more than both for its freights, expresses and mails, etc., are there not the best reasons in the world for believ-blacks, whether for better or for worse, a

BERLAND COUNTY, PENN'A.

BERLAND COUNTY, PENN'A.

OLD SERIES, VOL. 27, NO. 36.

claims. But there are stronger proofs of the security and value of the First Mortgage Bonds than any we have named:

1. That for the safety of the country as well as national economy the road is indispensed by the blossings of Almighty God.

2. That by an investment of about fifty millions in a Second Mortgage on the road of the Government practically guarantees the principal and interest on the first Mortgage.

The Company now offer a limited amount of its First Mortgage Bonds, bearing six per cent. interest, payable semi-annually in coin, at ninety per cent. This interest, at the current rate of premium on gold, is equal to nine per cent. per annum on the price for which they are now offered. The Company expects to sell but a small amount at this rate, when the price will be raised, and like all similar bonds they will finally rise to a premium above their par value. The 2. That by an investment of about fifty

to a premium above their par value. The subscribers to this loan will not only have the advantages of very liberal interest and very safe security, but will also have the satisfaction of having assisted in the construction of the greatest action of the greatest action of the greatest action. Views of Gen. Longstreet.

inst., publishes the following correspondence between the late rebel General Longstreet and J. M. G. Parker, Esq., a prominent republican of that city. It will be seen that some facts concerning Sarah Ann Scofield. the General not only "accepts the situation," but repudiates the copperhead party,

amounts to 20,032,000 acres, assuming the distance from Omaha to the California State mirable letter of the 6th ultimo, you re-

them, has emboldened me to extend-to you

the citizens of New Orleans.

As soldiers we were opposed to each other during the late war, but as citizens may wenot wisely unite in efforts to restore Louisiana to her former position in the Union, through the party now in power, and which in all probability will retain power for many years to come? If you accept, I shall be glad to hear your views on the condition of

public affairs. Respectfully, yours, &c., John M. G. Parker.

most careful manner to such responsible individuals of suitable character and energy as might be willing to risk a portion of their private means in the construction of the road.

At which the bonds are onered, as they are expected soon to be at par.

The interest on the Bonds is more than provided for by the net earnings of the various sections of the road, as they are completed. On the 305 miles on which the road, as they are completed. On the 305 miles on which the road, as they are completed. On the 305 miles on which the road, as they are completed. On the 305 miles on which the road, as they are completed. On the 305 miles on which the road, as they are completed. On the 305 miles on which the road, as they are completed. On the 305 miles on which the road, as they are completed. On the 305 miles on which the road, as they are completed. On the 305 miles on which the road, as they are completed. On the 305 miles on which the road, as they are completed. On the 305 miles on which the road, as they are completed to have the opportunity to hear Senator Wilson, and was agreeably sure.

Was ORLEANS, Da., state of the contraction of the road of.'

In a New Haven clock factory seven women are employed among seventy men, on half wages; and the manufacturer takes are the road, as they are completed. On the 305 miles on which the road, as they are completed to have the opportunity to hear Senator Wilson, and was agreeably sure. cars are now running west from Omaha, the prised to meet such fairness and frankness eccipts for the first two weeks in May were in a politician whom I have been taught to

believe uncompromisingly opposed to the white people of the South. white people of the South.

I have maturely considered your suggestion to "wisely unite in efforts to restore Louisiana to her former position in the Union through the party in power." My letter of the 6th of April, to which you refer, clearly indicates a desire for practical reconstruction and reconciliation. Practical men can surely distinguish between practical recon-struction and reconstruction as an abstract question. I will endeavor, however, with renewed energy, to meet your wishes in the matter. The serious difficulty I apprehend is the want of that wisdom which is necessary for the great work. I shall be happy to work in any harness that promises relief to our distressed people and harmony to the nation. It matters not whether I bear the mantle of Mr. Davis or the mantle of Mr. Sumner, so that I may help to bring the glory of "peace and good-will toward men."

I shall set out by assuming a proposition, that I hold to be self-evident, viz: The high-

est of human laws is the law that is established by appeal to arms.

The great principles that divided political parties prior to the war were thoroughly discussed by our wisest statesmen. When argument was exhausted resort was had to compromise. When compromising was unavailing, discussion was renewed, and expedients were sought, but none could be found to suit the emergency. Appeal was finally made to the sword to determine which of the claims was the construction of constitutional law. The sword has decided in favor of the North, and what they claimed as principles cease to be principles, and are be-come law. The views that we hold cease to be principles because they are opposed to law. It is therefore our duty to abandon ideas that are obsolete and conform to the

requirements of law. The military bill and amendments are peace offerings. We should accept them as

the same population. The difference between the numbers who would take an ocean steamer or a prairie wagon and a modern palace car, with its luxurious state-rooms, where the traveler eats and sleeps almost as comfortably as at home, may be as great as the difference between the numbers who were joited over the mountains in an old fashioned stage-coach and those in an express train between any two great cities. Then, is it not safe to say that this through travel will be at once doubled on political issues as they arise.

colored man is already enfranchised here, and we canuot seek alliance with a party suffrage will make the enfranchisement of the best reasons in the world for believing that the Union Pacific Railroad will be one of the most profitable as well as one of grandest works of modern times?

THE SECURITY AND VALUE OF ITS BONDS.

We have made these calculations that the public may have some brief data of facts from which to form their estimate of the value of the Union Pacific, Railroad Company's First Mortgage Bonds. Besides,

The price of freight by teams from the Missouri River was formerly twenty-five cents per pound, or \$5000 per ton.

Suffrage will make the enfranchisement of the box of the worse, a fixture amongst us. It appears, therefore, that those who cry loudest against this new order of things as a public calamity are those whose principles would fix it upon us without a remedy. Hence it becomes us to insist that suffrage should be extended in insist that suffrage should be extended in all the States, and fully tested. The people of the North should adopt what they have forced upon us; and if it be proved to be a mistake, they should remove it by the remedy are seditor of the Tribune. He is so distinct the sum of the second upon us; and if it be proved to be a mistake, they should remove it by the remedy are seditor of the Tribune. He is so distinct the second upon us; and if it be proved to be a forced upon us; and if it be proved to be a mistake, they should remove it by the remedy are republican principles of uniform laws upon suffrage.

If every man in the country will meet the of the opining of navigation, this spring, forty or fifty quarts mills have been spring, forty or fifty quarts mills have been that those who cry loudest against this new order or fit with the payton. Ohio, to Montana.

There is quite a rush of Pennsylvanians to Virginia in search of lands.

Horace Greeley has a salary of \$7,500 a per second upon us; and if it be proved to be a fix it upon us the opinion of the Virginia in search of lands.

There is quite a rush of the opinion payton, Ohio, to Montana.

There

I am, sir, very respectfully, your most obedient servant, JAMES LONGSTREET. What American Women do. Mrs. Caroline H. Dall, of Boston, has written a brilliant and eloquent book, with the title : "The College, the Market and tho Court ; or, Woman's Relation to Education,

TERMS OF ADVERTISING.

The following are the rates for advertising in AMERICAN. Those baying advertising to do find it convenient for reference:

Labor and Law," of which the following is an extract: "In Ohio, last year, about thirty girls went from farm to farm, hoeing, ploughing and the fike, for sixty-two and a half cents a day. At Media, in Pennsylvania, two girls named Miller carry on a farm of three hundred the advantages of very liberal interest and very safe security, but will also have the satisfaction of having assisted in the construction of the greatest national work of the country.

Sociation auxiliary to the Smithsonian Institution of the greatest national work of the country. tute. But labor attracts them, as it would many women if they were not oppressed by

The New Orleans Republican, of the 5th inst., publishes the following correspondence between the late rebel General Longstreet cording to thy request, writes a Quaker friend frem Wilmington, Del., 'I send theo Some fifteen years since, her father became very much involved in debt. He owed some and announces himself squarely in favor of universal suffrage, North and South.

New Orleans, May 16, 1867.—General James Longstreet:—General.—In your admirable letter of the 6th ultimo, you remarked that "our efforts at reconstruction will be vain and useless unless we embark on the state of the state ten or twelve hundred dollars ; having lost could finish more work, and do it better, than any man he had ever train for eighteen. She carned fifteen dollars a week at the rate

he then paid other hands. "Her father died. Her two oldest brothers learned the trade of her, and went away. She has now two younger sisters in apprentinceship, and a brother fourteen years of age, all working under her; turning, polishing, filing and fitting all kinds of machinery. I went out to see her last week. She was then making water-rams to force streams into barns and houses. She is also streams into barns and houses. She is also beginning to make many kinds of carriage-axles. She is her own draughtsman, and occasionally does her own forging. To use her own words-What any man can do, I can but try at. She has a steam-engine, every part of which she understands; and I know that her work gives entire satisfaction. When they have steady employment, they clear sixty dollars a week; and she says she would rather work at it for her

bread, than at sewing for ten times the mo-ney. The truth is, it is a business she is fend of.' lately started, in which many women are employed. For the first two months the women earn two dollars and fifty cents a week; for the third three dollars; and after that four dollars. The men carn from five shillings to two dollars a day. It seems that no special skill is required in the wo-men, while the men in a few departments are still paid according to their ability. The steam-engine, it appears, has not yet learned how to cook dials! In this case the operator must hold the dial, turning it evenly, as if he were a smoke-jack, which requires

judgment and 'faculty !'
"In 1850 there were engaged in shoemaking in the town of Lynn 3,729 males and 6,413 females-nearly twice as many women as men; yet, in the monthly payment of wages, only half as much money was paid to women as to men. The three thousand men received seventy-five thousand dollars a month; and the six thousand women, thirty-seven thousand dollars; that is, the women's wages were, on the average, only one-quarter as much as those of the men. "Plenty of employments are open to them; but all are underpaid. They will

gin to work for money, and so create a respect for woman's labor." ELOQUENT TO SOME PURPOSE.—The Hartford Post cites as proof of the practical results of Miss Clara Barton's influence as lecturer, an incident which occurred in

never be better paid till women of rank be-

New Britain, Connecticut. It says: There is a soldier boy in New Britain who lost an arm in the Government service. Since his return home he has struggled hard against wind and tide to support his family, but high prices involved him, and finally even the little property he owned was so mortgaged that there was danger of losing it. During one of Miss Barton's lectures at New Britain, he was present, and in the course of her touching appeals in behalf of the soldiers, telling of the hardships they endured to save the country and such, and place ourselves upon them as the sail we possess, she suddenly turned upon starting point from which to meet future the audience with the question; "Have you any returned soldiers among you, and do you show your gratitude by kindly ca-ring for them?" The question went to the hearts of those who heard her. All eyes were soon fixed upon the maimed and needy soldier in their midst. A subscription was immediately started, and enough money was soon raised to clear off the mortgage and to leave a nice balance besides. This is one of those touching incidents which prove the worth of Miss Barton's work. It s creditable to Miss Barton, as well as to the citizens of New Britain.

> THE POOR MAN'S FRIEND .- Doctors' bills are too long for a poor man's pocket, but many of them may be avoided by keeping GRACE'S CHLEBRATED SALVE in the cupboard. It is the "precious pot of ointment," curing burns, cuts, scalds, bruises, sprains, wounds, chilblains, chapped hands, &c. Mothers, do not neglect to save your hus-band's hard earned money, but purchase a