

W. H. JACOBY, Editor.

Wednesday, June 12, 1867.

S. W. Parrott & Co., 37 Park Row, New York
we duly authorized to solicit and receive subscriptions and advertising for the "Democrat," published at Bloomsburg, Columbia County, Pa.

Columbia County Democratic Convention.

NOTICE is hereby given that the Democratic State Convention of Columbia County will meet at their regular place of holding the general election on SATURDAY THE TWENTY-SEVENTH DAY OF JULY, 1867, between the hours of 10 A.M. and 1 P.M. for the purpose of choosing Delegates to the National Democratic Convention at Baltimore delegates from each Election District to meet in County Convocation at the COURTHOUSE in Bloomsburg on WEDNESDAY THE TWENTHREE, for the purpose of making the usual nomination of the Democratic party of Columbia's County.

C. G. SARKLEY,
Chairman Democratic Standing Com.

DEMOCRATIC CONVENTION.

Probably one of the most important Conventions of the Democratic party ever held in the State of Pennsylvania was convened in Harrisburg yesterday. The Convention has no nomination to make except that of a candidate for Judge of the Supreme Court of the state. The special importance in this nomination arises from the tendency of the mass of people during the past few years to drift in the course of oppression and unconstitutional laws. A candidate of the highest integrity as an honest man and patriot, and of the best legal talent should be selected. W. H. Jacoby has gone as Senatorial delegate from this Senatorial District and Hon. Paul Leidy as Representative Delegate from this Representative District. We go to press too early to give any account of the proceedings of the Convention. We will announce them next week.

The Stevens' Sherman Bill.

In South Carolina, General Sickles has widened the range of his duties in such a manner as to show the full effect and meaning of the bill under which he holds power and exercises authority. In April he issued an order overturning all the civil laws and processes of that State with reference to the collection of debts, and instituted in their place a series of orders dated from his headquarters and signed by himself as military commander. This was a long stride towards a full and entire destruction of all civil authority in the division over which this officer holds the sword. But it was not enough. General Sickles is determined that the people shall feel the entire force of the Stevens-Sherman bill, as its provisions are understood by the Radicals, and hence he interferes with matters which are properly covered by municipal authority, and issues orders with reference to the licensing of inns and restaurants, and decrees regulating the manner of conducting the business of railroads, street cars, stages, steamboats, and other public conveyances. From all these orders there is no appeal. They must be obeyed. Disobedience will be followed by a military arrest, a trial before a military tribunal, conviction and sure punishment. In this manner General Sickles aids the civil officers in carrying out the civil laws in his division.

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Nearly everybody in town has been vaccinated, and we have no apprehension of any great extension of the disease, nor do we think there is the least danger to our country friends, who visit the town. We are aware of many cock-and-bull stories that are in circulation, and which may be credited by some, but our readers can rely with entire confidence on the statement we have made. There has been only one death up to this time, and we have not heard of any other cases that are likely to prove fatal.—*Montgomery American*.

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On Thursday last a terrible boiler explosion occurred at the steam Saw and turning mill of Geary & Ward's, in Philadelphia. The destruction of life in proportion to the number of men employed was horrible. It seems that only about thirty persons were employed about the place, and up to Saturday morning last seventeen dead bodies had been taken from the ruins, and several men are still missing. Mr. Geary, one of the proprietors, is among the victims. No care for the explosion has yet been discovered, but the matter will be thoroughly investigated.

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FESTIVAL.

A meeting was held at the house of Mr. E. P. Lutz, in Bloomsburg, on the evening of Friday last, for the purpose of making arrangements for holding a grand Festival, the proceeds to be devoted to the forwarding of the interests of our magnificent Literary Institute.

Miss H. Sharpless was appointed president, Mrs. S. A. Petrikin secretary, and Miss A. D. Webb treasurer. Committees were appointed to canvass Bloomsburg and vicinity to solicit contributions; and that the forthcoming festival should be one of the finest ever seen in Bloomsburg was the determination expressed by all present.

The Festival will be held on the evenings of the 20th and 21st of this month, at the Institute Hall. We have good reason to be proud of the INSTITUTE, and every dollar which may be added for the purpose of general embellishment, the procuring of scientific apparatus, maps, library, &c., also adds to the honor of our people. Herculean efforts have been made, but our energies are by no means exhausted. Let this Festival be one of the grandest ever seen in Bloomsburg.

DR. Doctor John in his last paper says, that one of the leaders in the "Fishing Creek Confederacy" is writing a history of the affair; and he straightforward goes to work to call the attention of the historian to somebody else in order to shield himself from the punishment he deserves for the business of hounding on soldiers to oppress and distress people who were a thousand times truer to the constitution and laws than he and all who ever acted with him. This is the old trick of the piffler when he cries "stop thief!" while he is carrying off the stolen goods. But we are glad that there is to be a "history" in this case. Perhaps we will find out who made of themselves spies, in the dark ways of oppression, and spied nothing but what was conjured up by their own cowardly minds and diseased imaginations. We may find out who really did send telegrams to Harrisburg; and make suggestions to the officers in command. Dr. John intimates that Mr. Clark did this. "When rogues fall out honest men get their dues." We really hope some light may be thrown on the general subject by this "history." The oppressed and abused men, women, and children of Fishing Creek most ardently desire light.

DEMOCRATIC COUNTY CONVENTION.—It will be seen by the proceedings of the County Convention, that that body stands adjourned until Saturday, June 22d inst. The cause of this adjournment arose from the fact, that the Councils of the borough had previously passed an ordinance prohibiting all public gatherings until further notice, in consequence of the prevalence of a contagious disease, which they are fearful may become more general by the meeting of large bodies of persons together. The knowledge of the passage of this ordinance led many to suppose that no Convention would be held, consequently some of the township were represented. What delegates were in attendance, met and organized at Savage's Hotel, and appointed Senatorial and Representative conferences, to meet similar conferees from the other Counties embraced in the districts, and then adjourned to meet on Saturday, June 22d, next, on which occasion it is expected all the delegates will be present.—*Danville Intelligencer*.

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Beast Butler recently addressed a note to Miss Surratt, daughter of Mrs. Surratt, that was hung, asking for an interview in an important matter. After consulting with her friends she returned for answer that she would grant the interview in the presence of her counsel, Mr. Bradley, of Washington. This Butler did not expect

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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 the farther West than a rail-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 tell.

For a dozen years we have heard that a great Pacific Railroad *was* to be built, and a 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 Railroad to retain and bind more closely together the eastern and western extremes 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 costs 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 born 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 hundred million dollars in the construction of 2,000 miles of railroad through the wilderness. 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 country." But the Government did not wish to enter upon any new system of internal improvements on its own account; and its only alternative was to grant its aid in the most careful manner to such respectable individuals of suitable character and energy as might be willing to risk a portion of their private means in the construction of the road.

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be rendered to the Government during that period will constitute a sinking fund sufficient for their redemption at maturity.

2d.—THE FIRST MORTGAGE 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 Finer Mortgage on the entire line and property 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 unimportant, 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 amounts to 20,322,000 acres, assuming the 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. F. D. Mansfield, the learned Commissioner of Statistics for the State of Ohio, estimates that at least 4,000,000 acres will be available to the Company within a moderate length of time, and that it is far within bounds to estimate this entire grant at \$1,50 an acre, or \$30,000,000.—The Illinois Central has realized more than four times this sum for a similar grant.

RECAPITULATION OF MEANS FOR 1,565 MILES.

U. S. Bonds, equal to money, \$44,208,000 First Mortgage Bonds, 44,208,000 Land grant, 20,322,000 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. This does not take into account the value of the right of way and material, the stock subscription paid in or to be paid in the future, or the present discount at which the bonds are offered, as they are expected soon to be at par.

The interest of 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 cars are now running west from Omaha, the receipts for the first two weeks in May were \$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 power to charge remunerative prices.*

PROSPECTS FOR FUTURE BUSINESS.

There is no argument to show that the traffic of the only railroad connecting the Atlantic and Pacific, and passing through the great mining region, must be immense.

Although our annual product of the precious metals is now officially estimated at \$100,000 per annum, a vastly greater sum will be obtained as soon as the Union Pacific 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 miners will successfully develop other mines, that, with less costly working, will be even more profitable than the average now in operation and the business of this constantly increasing mining interest must pass over this road.

The interest of our shipping offices show that no less than 50,000 passengers now annually travel by sea between the Atlantic ports and San Francisco; and these reckoned at \$100 each (about one half of the steamer price) would produce a revenue of \$7,500,000.

The overland travel is even greater. In a single year, forty-seven thousand teams, comprising a number of emigrants and travelers, departed from two points only on the Missouri River on their westward journey. If the truth of this statement was not familiar to all frontier men, it might well be questioned. But estimating the overland 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