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FINDLAY, OHIO.

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THE TROUBLES OF A P. M.

The opposition of the FINDLAY JEFFERSONIAN to the re election of Hon. John Sherman, availed nothing, although its elaborate editorial of week before last, may have assisted Senator Gage in rendering himself ridiculous in the estimation of his fellow Republican Senators. We are informed that in its opposition to Mr. Sherman, the JEFFERSONIAN became the mouthpiece of a few sore heads. It did not represent the sentiments of the masses of the Republicans of Hancock county.—*Wyandot Rep.*

Mr. John Sherman allows Mr. Pietro Cuneo to run the Upper Sandusky Post office, and we have no fault to find with the aforesaid P. M., for caressing the hand that feeds him. Upper Sandusky is not quite so large a place as New York, and Cuneo finds ample time, aside from his post office duties to write up a few locals and copy a few editorials from *Harper's Weekly* into the *Republican*.

The "sit" is an agreeable one to Cuneo, and he evinces his satisfaction by growling ferociously at every indication of a change. Like many others who hold positions by the grace of John Sherman, he feels that his only recommendation for place is the fact that he has the favor of that gentleman. Now, we wouldn't, for the world be so cruel as to wish to disturb Cuneo in the enjoyment of his post office but we shall not on that account, yield the privilege of expressing our honest convictions, and we claim for our opinions the virtue, at least, that they are arrived at without the aid of official spectacles. Let Mr. Cuneo enjoy to his heart's content, "the thrift that follows fawning," but when he presumes to criticise our course, let him remember that he is inviting blows from which not even the prevailing moral sentiment prohibiting cruelty to dumb animals will shield him. We are of the opinion that we are fully as well acquainted with the sentiments of the Republicans of Hancock county as Mr. P (ostoffice) Cuneo, and we venture to suggest to him the propriety of confining himself to the affairs of his own county, which he is supposed to know something about. Possibly, in a small county like Wyandot, he may pass for a very shrewd politician, but when he attempts to spread himself over more than one county it becomes "very thin."

As to Senator Gage, we are willing to admit that he did very wrong in failing to consult Mr. Cuneo in regard to the casting of his vote for Senator, but we feel assured that he meant no slight to the Upper Sandusky P. M. Mr. Gage is not much of a politician, and this is his first term. When he gets to understand the ropes he will doubtless consult Cuneo upon all important measures. We say this much in extenuation of Mr. Gage's seeming disregard of the feelings of Mr. Cuneo, for we feel that the Senator will feel very badly when he learns that he has incurred Cuneo's displeasure.

THE House apportionment bill, as reported by the Senate Judiciary Committee, provides that, from and after the 3d day of March, 1873, the House of Representatives shall be composed of 243 members, to be apportioned among the several States, in accordance with the provisions of this act; that is to say, to the State of Maine, 1; New Hampshire, 2; Vermont, 2; Massachusetts, 9; Rhode Island, 1; Connecticut, 3; New York, 28; New Jersey, 6; Pennsylvania, 22; Delaware, 1; Maryland, 5; Virginia, 8; North Carolina, 7; South Carolina, 4; Georgia, 8; Alabama 6; Mississippi, 5; Louisiana, 5; Ohio, 17; Kentucky, 8; Tennessee, 8; Indiana, 11; Illinois, 16; Missouri, 11; Arkansas, 3; Michigan, 7; Florida, 1; Texas, 5; Iowa, 8; Wisconsin, 7; California, 4; Minnesota, 3; Oregon, 1; Kansas, 2; West Virginia, 3; Nevada, 1; Nebraska, 1. Provided, that if, after such apportionment shall have been made, any new State shall be admitted into the Union, the Representative or Representatives of such new State shall be added to the number, 243, herein limited. It also provides that no State shall be hereafter admitted to the Union, without having the necessary population to entitle it to at least one Representative, according to the rates of representation fixed by this bill. Should any State, after passage of the act, levy or abridge the right of any of the male inhabitants of such State, being twenty-one years of age and citizens of the United States, to vote at any election named in the Constitution (art. 14, sec. 1), except for participation in the rebellion or other crime, the number of Representatives apportioned in this act to such State shall be reduced in the proportion which number such male citizens shall bear to the whole number of male citizens twenty-one years of age in such State.

THE debates for the past week, in Congress, all seem to point to one object—the drawing of the lines for the next Presidential contest. Nothing is proposed by either party that is not at once construed into a political measure. The most important discussion took place in the Senate on the 21st, on the Amnesty bill, as passed by the house Mr. Morton took occasion to denounce the demand for universal amnesty as a "sickly sentimentality," but declared his readiness to vote for the bill as reported from the House, but would not vote for it with the exceptions stricken out. He was followed by other Republicans in the same strain. It is now certain that no universal amnesty can be reached during the present session.

A deputation from the Anti-Slave Trade Society called on Lord Granville, and called his attention to the fact that Spain has failed to enforce the provisions of the treaty for the suppression of the slave trade. He acknowledged the fact, but said England could not interfere now, as Spain has an insurrection on her hands.

The Germans are about to establish a military school at Metz.

THE WAR OF TARIFF IDEAS.

The war of ideas upon the tariff question is one which cannot be hemmed in by party lines as parties are at present constituted. The difficulty in reforming our tariff system does not lie in any serious opposition to a reduction, but to the fact that scarcely any two of the people's representatives have similar views either in regard to where the reduction should begin or where it should end. The position of the Democratic party may be described as a vaguely negative opposition to the present system, and if this were abolished *in toto*, we doubt if they could frame another that would be more satisfactory to themselves. Their chief objection seems to be that the Republicans have favored it. In this respect the ground they occupy is in perfect harmony with their position upon nearly every question that divides the parties, and is peculiarly characteristic of that party of gramblers. Upon this principle of general opposition the Democratic party may be regarded as a unit, and it may be remarked that this party, such as it is, embraces about all that is susceptible of cohesion on the tariff problem. If we turn to the Republican party, we find it perfectly at sea on this question, and we doubt if enough Republicans can be found who perfectly agree with regard to the matter to make a respectable ward meeting. True some call themselves Free Traders, but even they admit the necessity of a tariff for revenue, and there is a great adversity of opinion among this classes as to what amount of revenue is needed, and upon what articles said revenue tariff shall be levied. Again, some call themselves by the general name of Protectionists, but they, too, disagree fearfully as to what industries most need protection, and also as to the exact amount of protection needed.

The *New York Tribune* says it would be satisfied with Mr. Sherman's proposed reduction of one-half of the duty on salt, if the free traders would be satisfied therewith—which may be taken as evidence that the item of salt, at least, is amply protected under the present system. But the *Tribune* adds that such reduction will only encourage them to insist that the duties on salt shall be abolished altogether. It prays, also, upon the same grounds, for a continuation of the present duties on rice and on all woolen, cotton and silken fabrics, and upon iron and steel. Upon the matter of pig iron, it has a different, and, we must admit, a better logic, which it sets forth as follows:

Two years ago, Congress increased the duty on steel rails and reduced that on pig iron. In consequence, pig iron is now dearer and steel rails are cheaper than then. The $2 per ton taken off the duty on pig iron has been lost to the Treasury and gained to the British iron-masters; while the growth of our iron-smelting, previously so rapid, has been arrested. We are making at least thrice as many steel rails as when that tariff was enacted, and steel rails are cheaper than they then were; we are making very little more pig iron than we then did, and pig iron is dearer. Shall not experience teach? Must we be brayed in a mortar and then not learn?

It is proper to add that the *Tribune* is a rabid Protectionist, and where it gives one good reason for the faith that it confesses, it adds about three that will not stand the test of serious examination. Thus, while we recognize the weight of its argument in regard to the duty on pig iron, we cannot understand the philosophy which refuses to reduce the duty on the other articles enumerated to a proper ratio, simply because some one would be encouraged to insist that such duty should be abolished altogether. Such logic bears the marks of being "far-fetched."

THE POSTAL TELEGRAPH BILL.

The postal telegraph bill, now under consideration in the Senate, proposes the incorporation of a company to be known as the Postal Telegraph Company, having headquarters in Washington city, who shall contract with the Postmaster-General for the services required in the business of that department, the capital stock to be one million dollars. One feature of the bill is that this company is allowed to make special contracts with railroads and newspapers, for telegraphic purposes, at rates not to exceed fifty cents per hundred words for night, and seventy-five cents for day transmission.

The following is a brief synopsis of the bill: Section 1 establishes postal telegraph offices at all the postoffices on telegraph lines and at all other postoffices where the gross receipts for postage are $500 a year, if within ten miles of the telegraph lines. Section 2 fixes uniform rates for equal distances; 25 cents between offices not over two hundred and fifty miles apart; 50 cents between offices over two hundred and fifty miles apart and under five hundred miles; night rates 25 cents for one thousand miles. The rates are to be refunded for delays or mistakes in transmission. Section 3 provides for pre-payment by stamps, and for the destruction of all telegrams within one month. Section 4 fixes the press rates for each one hundred words of special dispatches at fifty cents by night and seventy five cents by day. It also fixes the rate for press associations, and for private wires for newspapers. Section 6 defines the duties of the fourth assistant postmaster general over the telegraph lines. Section seven authorizes the postmaster general to contract for the transmission of telegrams at the above rates with parties who will furnish and operate the necessary line of telegraph. Section 8 contains provisions against tampering with telegrams, and makes telegrams privileged communications as private letters. Section 9 authorizes the postmaster general to reduce the rates in a manner therein prescribed. Section 10 incorporates a postal telegraph company for the performance of the postal telegraph service on behalf of the postmaster general. Section 11 and 12 authorize the company to buy the existing lines, and obliges it to purchase all such lines, if required by the owners thereof, at an appointed value. It fixes the capital stock at an amount not exceeding the last cost of its lines. Section 13 authorizes the company to open offices whenever the wants of business may require. Section 14 authorizes Congress to purchase lines at any time, at an appraised value. Section 15 reserves to Congress the right to alter or amend the act.

THE SYNDICATE.

The Ways and Means Committee have submitted their report to Congress called for by the resolution recently passed by that body, the Preamble of which charged that Secretary Boutwell had exceeded the limits of the law in placing the loan upon the market in that he thereby increased the bonded debt of the United States, contrary to an express condition of the law under which the bonds were to be negotiated. Upon this charge the Committee report as follows:

It appears that the Secretary can not negotiate the bonds authorized by this act for the sole purpose of redeeming the outstanding indebtedness of the United States, known as five-twenty bonds, and it is expressly provided in this fourth section, that he may lawfully apply to such purpose of redemption such moneys in the Tressury as "may be derived from the sale of any of the bonds, the issue of which is provided in this act." It is obvious that in order to make this application, he must first negotiate the new bonds. He can not take up the old bonds with the proceed of the new bonds unless he has sold the new bonds, without any process, but while the act of obtaining and applying the proceeds is going on, he will increase the public debt to the amount of the bonds he first sells, in order to obtain the proceeds by which this provision of law can be carried out without involving such a temporary increase of public debt, and, therefore, are of the opinion that the clause and law, which it is alleged the Secretary has, in so doing, violated, must be so construed as to permit the carrying out of the statute in this regard. No one can doubt that this salutary provision of the law, which, it is alleged, the Secretary has violated, was intended to take away from him the power of appropriating the proceeds of any of the bonds authorized by this statute to any other purpose than that of refunding the public debt; so that when the transaction was completed, the public would be assured that the debt of the nation had not thereby been increased. It had the double object of limiting the power of the Secretary in this regard, and strengthening the public credit, and was apparent to the world that in offering these new bonds we were not borrowers, and that, on the other hand, our policy and prosperity had so strengthened our credit that we were so soon after the creation of our new indebtedness, enabled to enter upon the process of refunding, with out increasing, the same at a much less rate of interest. In the opinion of the committee this clause of the statute has no other scope and effect and was not intended to embarrass or cripple the efforts of the Secretary to carry out every provision of the law, which simply provided that he should first negotiate the new loan, and after having done that, should, with its proceeds, redeem a corresponding amount of the outstanding indebtedness of the United States.

The report fully vindicates the course of Secretary Boutwell.

LEGISLATURE.

JAN. 17.—There was little business of importance done in either House. In the Senate, bills were introduced to amend section 7 of the liquor law, and to increase the pay of judges and clerks of election from $1 50 to $3.00 per day. In the House, a resolution was introduced, asking Congress to grant to each officer and private who served in the late war, or their heirs, one hundred and sixty acres of land, to hold, occupy, or dispose of, as they see fit.

JAN. 20.—In the Senate, a bill was passed to provide for vaccination in public schools. The bill authorizes school boards to make such rules as they may think best on the subject; and empowers them, if necessary, to provide for vaccination at public expense. In the House, a bill was passed allowing Prosecuting Attorneys to remain with the grand jury during their sittings. Bills were introduced to allow in proceedings for the condemnation of property by corporations the challenge of jurors as in other cases, and if the corporation fail within ten days to take the property at the price fixed by the jury, the Probate Court is required to collect the costs and expense, including the attorney's fees, by execution as at law; to increase the fees of witnesses in criminal and civil cases before the Common Pleas Court from seventy-five cents to one dollar and a half; to repeal that section of the act in relation to ditches, which gives to County Auditors authority to let contracts for constructing ditches; to provide for the election of the Board of Trustees, and visitors representing the alumni of any university or college; to enable Township Trustees to make larger tax levies for township purposes; to amend the act regulating life insurance companies so as to compel foreign companies to forego their right to remove cases to the United States Courts.

JAN 22.—In the Senate, a bill was introduced to revise and codify all the laws relating to compensating persons for property appropriated by corporations other than municipal. A resolution was adopted authorizing the Governor to appoint three engineers to examine all the public works of Ohio. No business of importance was transacted in the House.

THE LOUISIANA UNPLEASANTNESS.

The New Orleans disturbance threatened to assume a most dangerous phase a few days since. On Sunday last, Carter, leader of what has been known as the Custom House faction, issued a proclamation inviting all citizens to arm, and present themselves at a given time and place on Monday, where they would be formed into a *posse* for the purpose of rejecting the Warmouthites from the Mechanics' Building, and receating the Legislature as it was before the tabulation commenced. This was a veritable declaration of war, and no doubt such would have been the result had it not been for the timely interference of the Federal Government. The President, being apprised of the threatening state of affairs, telegraphed Gen. Emory, in command in the city, to use the troops under his command to prevent a collision. These instructions had the effect to cool the Carter blood to some extent, and no demonstration was made. A Congressional committee is now on its way to investigate the matter, and both parties seem willing to stay proceedings until their report is made. There is a prospect of some rich developments, and it is to be hoped that the end of the chaos and misrule, which has prevailed in Louisiana, is near its end.

The coming wheat crop in California is estimated at 12,000,000 sacks, and worth at least $24,000,000 in gold on the ground.

ANOTHER NORTH AND SOUTH ROAD.

TOLEDO, O., January 23, 1872.

ED. FINDLAY JEFF.:—*Dear Sir*—I inclose to you the following from the *Toledo Commercial*, tearing you might not see it. I cannot find out more than is expressed in this article. The editor could only say that the parties below seemed to be in earnest.

As to Toledo people, they are short of money, and they are now engaged in a great many railroad enterprises, as you know, which may be a drawback, so far as they are concerned. This will, I think, be only temporary. I think that in the minds of Toledoans the railroad interest stands now on a new basis. Business men seem to me to be convinced of the necessity of more communications, and are giving credence and aid with willingness, when but a few years ago, they could scarcely be begged into a hearing. How they would look on this enterprise I do not know, but a trial would not be amiss. At all events Bowling Green, Findlay, Kenton, and all the points below are deeply interested and ought to raise heaven and earth to effect the construction of this road. It seems like a feasible route and offers Findlay excellent advantages.

They ought to at once pull together and pull fiercely and strenously in this enterprise.

If a few men take hold of it, and in earnest, they can make it go. Its chances are quite as good as was the Atlantic and Lake Erie one year ago, and by *vim*, untiring energy, and a well defined determination that would not be bluffed off, they have their road now on a permanent footing. Let some Findlay men take hold of this, who will not listen to anything but success. Bowling Green is now excited about a railroad, but I do not believe they will get the Toledo, Thornton and St. Louis Road, and if not, their energy and money might be readily secured for this enterprise. This enterprise cannot be carried save by the use of that spirit that defies failure:

A new and important enterprise, in which Toledo is deeply interested, is now occupying the attention of the people of Champaign, Madison, Pickaway, Ross, Hocking, Clinton, Meigs and Gallia Counties, to wit: The construction of a Railroad from Urbana, through London, Circleville and McArthur, to the Ohio river at Gallipolis. The distance would be about 125 miles.

The chief object of the movement on the part of the people of Urbana and other towns, is to obtain access to the Coal and Iron regions to the southeast of them; while the latter sections have the double purpose of securing additional market for these articles and more adequate supplies of lumber. The country through which most of the route lies is rich in agricultural wealth, and largely devoted to grazing and stock raising—London being one of the principal stock points in the State, while Circleville has long been celebrated for the value and extent of its hog crop—a chief reason for these facts, being that for want of proper access to grain markets, they were compelled put those crops into hogs, cattle and horses. But no richer regions can be found than the renowned Pickawry Plains and Scioto Bottoms, which would be pierced by the proposed Road. After entering Hocking County (about 70 miles from Urbana) the mineral regions are struck, and continue to the Ohio. At London, the line crosses the Columbus & Xenia Road; at Circleville, the Cincinnati, Wilmington & Zanesville; and in Vinton County, the Cincinnatti & Marietta. At Urbana, the Road would have direct Chicago connection, VIA the Columbus, Chicago & Indiana Central; a Cleveland connection VIA the Bee Line; and a Sandusky connection VIA the Cincinnati, Sandusky & Cleveland.

But the feature in case most interesting to Toledo and the country south and north of us, is the fact that with the construction of the Urbana and Gallipolis Road, it is proposed to secure a Toledo connection VIA Cincinnati, Sandusky & Cleveland Road to Kenton, whence an airline would be struck for this City, through Findlay and Bowling Green—the route from Urbana here being substantially "as the crow flies," and the distance 116 miles, making about 240 miles from Toledo to Gallipolis. The divergence from an airline in the entire route from Lake to River, probably would not exceed 30 miles. Gallipolis is about 25 miles below Pomeroy, the southern terminus of the Atlantic & Lake Erie Road.

It is expected by the projectors of this movement, that the new road will have ready and favorable connection with the Ohio & Chesapeake Railway, by way of a branch to Point Pleasant, near Gallipolis, or some other point in the vicinity. At McArthur it will be some 25 miles from the A. & L. E. at Athens; and throughout most of the distance to Urbana, it would supply a region of country now without Railway facilities. For the 125 miles, there are but three Roads, and they all run east west, and none of them capable either of marketing the minerals or supplying lumber, the latter being very scarce and high-priced. With a direct Road to Toledo, both these objects would be secured to a great extent. Not only the cheap pine of Michigan, but also the valuable hard woods, so abundant in the heavy forests of Hardin, Hancock and Wood counties, would thus be brought to their doors. Her various Railway and her water facilities for receiving Michigan lumber, give Toledo extraordinary advantages as a lumber market, whole for iron it is destined to be an important point. As in the cases of two Roads building between us and Central and Southern Ohio, the Urbana Road could load its cars with minerals for Toledo, and return with lumber and the Lake Superior ore so essential to the blast furnaces of Southern Ohio.

We are assured, that the early success of this movement rests upon a single contingency—the passage of the GRIFFITH Railroad bill, now before the Legislature. With such authority for granting municipal aids the wealth of the country would prepare the Road for the iron, by means of a very small indebtedness. To this end, it is understood that the members from the Counties concerned are substantially unanimous for that measure, including those who opposed it at the last session and before the Supreme Court pronounced it constitutional. What is found in this case, is true all over the State. Nearly every country and Town wants the Railway facilities which such a law would permit them to obtain; and it is not probable that such a desire will fail to have effect at Columbus.

The Richmond, Ind., gas works exploded at 6 o'clock Tuesday night.—The engine house and purifying room are a total wreck, but no lives were lost. The accident was caused by changing a purifier, when the gas escaped and caught fire from an adjoining room. The loss is about $10,000.

Thiers has decided to abstain from the debates in the Assembly hereafter, except on important occasions.

Secretary of State's Report

We are indebted to Gen. Sherwood for a copy of his report for 1871. It is most valuable work, full of statistical information, and very valuable for reference. For want of time we are compelled to clip the following brief but excellent synposis from the *Ohio State Journal* which has been compiled with great care:

HORTICULTURE

The report states that the prospect for a fine yielding of fruit was very flattering at the period of blossoming, but the occurrence of a severe freeze sadly damaged the opening buds, the blossoms and the young fruit.

The number of acres in orchards and the number of bushels of apples, peaches and pears in the State in 1870, were reported as follows: Acres in orchards, 377,297; bushels of apples produced, 11,012,582; bushels of peaches produced, 309,639; bushels of pears produced, 67,047. Comparing with 1869 we have an increase of 30,469 acres in orchards, a decrease of 4,506,103 bushels of apples, 1,134,884 bushels of peaches, and 79,975 bushels of pears.

The following statistics show the culture and crop of the grape of 1870: Acres planted, 804; acres in vineyard, 10,890; pounds of grapes gathered 15,853,719; gallons of wine pressed 2,577,907. The grape crop reported for 1870, was nearly equal in number of pounds to the entire crops gathered in the five previous years, and the wine pressed was more than two and shalf times greater than the total number of gallons reported since the year 1864.

AGRICULTURE

Wheat—This crop for 1870 was as follows: Acres sown, 1,658,661; bushels produced, 18,726,341; average per acre, 11,20. This is a decrease in the number of acres sown in 1869 of 65,037 acres, and a decrease of 26,391 acres, as compared with the average for the last twelve years, which is 1,685,852; also, an increase of 809,763 bushels, as compared with the average for the twelve previous years. The average bushels per acre for that time is 10.68, showing an increase in 1870 of .72 bushels per acre over that average.

Corn—The corn crop in 1870, was as follows: Acres planted, 2,360,189; bushels produced, 88,565,299; average bushels per acre, 37.52. This crop is the largest raised since 1860, and is an increase of 26,122,053 bushels on the crop of 1869, and an increase of 9.16 bushels on the average per acre for that year. It is also an increase of 21,641,909 bushels on the average yearly production for the previous twenty years, and an increase of 4.96 bushels on the average per acre for that time.

Oats—The oat crop in the year 1870, was as follows: Acres sown, 927,160½; bushels produced, 24,819,908½; average bushels per acre, 26.76. This is the largest crop of oats raised since the year 1860, and the largest, with the exception of the crops in the years 1857 and 1860, ever produced in the State.

Barley—The crop raised in 1870 was as follows: Acres sown, 78,976; bushels produced, 1,502,007; average bushels per acre, 19.

Rye—The crop produced in 1870 was as follows: Number of acres sown, 35,101; number of bushels produced, 331,196; average bushels per acre, 9.43.

Buckwheat—The crop was as follows: Number of acres sown 24,426; number of bushels produced, 287,643; average bushels per acre, 11.77.

The whole number of acres of grain sown in 1870 exceeded the average acreage for the five previous years by the sum of 504,845, and is 109,638 in excess of the acres sown in 1869. The aggregate of the breadstuffs in 1870 shows an increase of 13,401,602 bushels over the aggregate for 1869, and an increase of 24,978,475 bushels over the average aggregate for the last ten years.

Meadow—Acres in hay, 1,390,522; tons of hay produced, 1,554,622, average tons per acre, 1.11.

Flax—Number of acres sown, 61,204; bushels of seed produced, 449,378; pounds of fibre produced, 16,864,128.

Clover and Seed—Acres sown, 340,440; tons of hay produced, 401,389; bushels of seed produced, 367,060; acres plowed under for manure, 34,692.

Tobacco—Acres planted, 20,484; pounds produced, 21,056,729, average pounds per acre, 1,027. Compared with the crop of 1869, we have the following: Increase in pounds produced, 4,113,043; increase in average pounds per acre, 240. This crop shows an increase of 4,971,048 pounds, and an increase of 217 pounds on the average per acre over the average for the five previous years.

Butter and Cheese—Pounds of butter, 43,020,654; pounds of cheese, 31,381,038. Increase in pounds butter, 4,236,947; increase in pounds of cheese, 10,860,870. It is shown that there were 4,236,947 pounds more butter made, and 10,860,870 pounds more cheese manufactured in the State in 1870 than 1869, and 8,957,623 pounds more butter, and 11,291,052 pounds more cheese in 1870 than the average for the ten previous years.

Sorghum—Acres planted, 23,450; pounds of sugar produced, 21,988; gallons of molasses produced, 2,187,683; average gallons per acre, 93.

Maple Sugar—Pounds of maple sugar, 2,204,325; gallons of syrup, 256,133. Comparing with 1869, we have a decrease of 1,098,389 pounds of sugar, and a decrease of 142,130 gallons of molasses.

Sweet Potatoes.—The crop in 1870 was as follows: Number of acres planted, 2,850; number of bushels produced, 264,199; average bushels per acre, 112. Comparing this crop with that of 1869, it will be seen that there was an increase of 636 in number of acres planted, an increase of 144,453 in the number of bushels on the average acre.

Pasturage—Number of acres in pasture, 4,165,018; an increase of 176,191 acres over 1869.

Uncultivated Lands—Number of acres, 5,738,009, an increase of 116,836 acres over the previous year.

LIVE STOCK

The live stock statistics returned for the Secretary's report are based upon estimates made by township assessors in April 1871. The report gives the number of live stock, horses, mules, cattle, sheep and hogs, 8,847,072; valued at $101,391,769.

Horses—The number of horses is 711,330; value $46,902,689,00; average value $65.93. A comparison with the previous year shows an increase of 6685 horses, an increase of $152,662 in value, and a decrease of $0,13 in the average.

Mules—Number, 21,986; value, $1,593,383; average value, $72.51. A comparison with the previous year shows a decrease of 71 in the previous year shows a decrease of 71 in the number of mules, a decrease of $18,210 in value and a decrease of $0.05 in the average value.

Cattle—Number, 1,646,440; value $35,642,484; average value, 21,64.—Comparing with the previous year we have an increase of $125,019 cattle, an increase of $2,235,882 in value and a decrease of $0.31 on the average value.

Sheep—Number, 4,302,904; value $8,062,699; average value, $1.87.—Comparing with 1870, we have a decrease in number of sheep of 749,124; decrease in value of sheep of $355,589, increase in average value, $0.21.

Hogs—Number, 2,164,403; value $9,290,414; average value, $4.29; showing an increase of 442,290 in number over last year; in value of 600,947; and a decrease in average price of $0.70.

NEWS OF THE WEEK.

Mayor Hall, of New York, has resumed the cares of office.

The difficulty between Brazil and Germany has been settled.

The internal revenue receipts for the fiscal year, to date, amount to $72,767,805.

A decree has been issued in Russia subjecting all male citizens to military service.

There were two hunderd and nine deaths from small-pox in Philadelphia last week.

A contract has been signed for laying a cable from Great Britain direct to New York.

Baron Von Offenberg is to succeed Catacazy. He is now Consul-General of Russia at Bucharest.

Statistics published in Berlin show 90,000 emigrants left Germany last year, most of them coming to the United States.

A large meeting of Catholics in Dublin, recently passed resolutions denouncing the public schools.

Wendell Phillips in a lecture at St. Louis, pronounced the civil service reform "a magnificent delusion."

The amount repaid the States for raising volunteers during the war amounts to $39,000,000, and $5,000,000 more is claimed.

The territorial delegates to Congress have united in a request to the President not to give the offices in the Territories to outsiders.

Harrison Patrick, a noted Ku Klux, in Estell county Ky., engaged in the troubles last summer, was captured Friday and taken to Louisville yesterday.

Reports from along the line of the Union Pacific road, Sunday, gave notice of storms, blocking the road by snow. The storm continued yesterday, and the road is reported blocked between Cheyenne and Laramie and also between Laramie and Rawlins.

The Patent Office report shows the receipts during the year to have been $678,716, and the expenditures $562,091.

In Brooklyn a woman whose husband was killed by the Westfield explosion recovered a veedict for $5,000. This is the first of one hundred and nine similar cases.

The apportionment bill as reported by the Senate Judiciary Committee fixes the number of representatives at 243. Ohio is to have 17; Indiana 11; Illinois, 16; Kentucky, 8.

The agents of the State of Ohio, in New York City, paid from the 1st to the 16th inst., $259,848 as the interest on the debt of Ohio. The remaining $11,438 will be paid at Columbus.

THE NEW GAME LAW.

Through courtesy of our Representative, Dr. Osterlin, we are enabled to lay before our readers, this week, the bill for protection of land-owners, introduced by Mr. Oren, and which passed the House on the 23rd, and will doubtless pass the Senate, and become a law. It is entitled

A BILL

For the better protection of Land owners in the State of Ohio.

SEC. 1. *Be it enacted by the General Assembly of the State of Ohio*, That it shall be unlawful for any person at any time to enter upon any enclosed lands of another for the purpose of hunting or pursuing with intent to kill or capture, any bird or birds, animal or animals of any kind without first obtaining permission of the owner or owners, agent or agents, lessee or attorney, or some person having control of the same.

SEC. 2. Every person violating the provisions of this act shall be deemed and held guilty of a misdemeanor, and and upon conviction thereof shall be fined in any sum not less than five dollars nor more than twenty-five dollars, and shall moreover be liable for all damages and shall pay the costs of prosecution.

SEC. 3. All fines collected under the provisions of this act shall be paid into the treasury of the county where the offense was committed for the use of the common schools.

SEC. 4. This act shall take effect and be in force from and after its passage.

BOOKS, PERIODICALS, &c.

THE SONG MESSENGER for December is on our table. It contains the song of Mrs. O'Leary's Cow, by "P. Green," Editorials on "Adapting Hymns to Tunes," "The Cabinet Organ in play," reviews in sheet music and books, (the editor's opinion, and not the publishers), Musical News, etc., and a variety of interesting matter by Mr. Geo. F. Root and others. Also a new song, "Ye Have Done it Unto Me," by Mr. Root, a Christmas anthem, and several glees. Specimen copies 10 cts. The SONG MESSENGER is now edited by Mr. W. S. B. Mathews, Editor of the late Musical Independent. Published by Root & Cady, Chicago, at $1 a year. In all respects a musical paper for the people.

OUR FIRESIDE FRIEND—This is the name of a new eight-page original and illustrated story family weekly, published by Messrs Waters, Eberts & Co., and Chicago. The paper presents a neat and pleasing appearance, and exhibits much taste in its make-up. Its contents are varied, and rich in interest and full of instruction. It contains well-written continued stories of great interest, beautifully-illustrated, and entertaining short stories, sketches, poems, etc., with departments especially devoted to the Farmer, the Housewife and Children. One of the principal features of this number is Will. M. Carleton's great Poem, "The Burning of Chicago;" which the Publishers have beautifully illustrated. Our Fireside Friend will find a welcome in every family circle. The Publishers will send a specimen copy free to any address.

NEW YORK is promised at no distant day, says the *World*, a new line of communication with the West. Mr. Courtney, President of the West Shore and Chicago Railroad Company, returned on Tuesday last by the Abyssinia from Europe, whither he had been for the purpose of negotiating the sale of the bonds of the company. His trip was successful; the company now have no bonds upon the market, and it is proposed as early as possible in the spring to commence the construction of the road. The general route, as its name indicates, will be up the west shore of North River to Athens, whence it will take a westward course to Buffalo, and thence by the most practicable route to Chicago. The company has purchased the New York and Fort Lee Railroad, which gives an entry to the city and locates the line as far as Hoboken. Surveys of the balance of the route have been made as far as Buffalo, but the announcement of the route most favored by the company would be inadvisable at this time, as they are negotiating for the right of way. The company is composed of some of the most prominent business men of the city.

1872.

THE PITTSBURG DISPATCH.

Parties wishing a first class daily paper should by all means subscribe for the Pittsburg *Daily Dispatch*, one of the largest, liveliest and cheapest papers in the United States. The *Dispatch* has been established over a quarter of a century; is independent in politics, advocating always those measures which promise the greatest possible good to the largest possible number; gives daily thirty-six columns of matter, embracing the latest news by telegraph, the most reliable market reports, the latest cable telegrams, the freshest Legislative news, the latest Congressional reports, the fullest local reports, with all the news by mail, including the most interesting personal and political items, full telegraphic market reports from all points of importance, East and West, and much other matter of an entertaining and instructive character. The *Dispatch* is furnished by mail at $8.00 a year, or may be had from our agents in any town or village within one hundred and fifty miles of Pittsburg at fifteen cents a week.

To those wishing a good and reliable city weekly we would recommend the *Weekly Dispatch*, one of the handsomest, cheapest and most reliable weeklies published. The *Weekly Dispatch* gives thirty-six columns of matter printed in clear large type, and is one of the handsomest, as it has long been one of the cheapest, if not *the* cheapest, weeklies in the country. It contains all the latest news of the day—political, commercial and general—and as an entertaining and acceptable family news paper is not excelled by any journal in the State. *The Weekly Dispatch* is furnished to single subscribers at $1.50 a year, or in clubs of ten to one address at $1 00 each, with a free paper to the party getting up the club. Subscribers may remit by mail either in money or by postoffice order, which is the safer mode. Postmasters receiving subscriptions for the *Dispatch*, either Daily or Weekly, are authorized to retain twenty per cent. on published rates for single subscribers, or ten per cent. on our club rates. Address,

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THE Massachusetts School Ship, a reformatory vessel, to which for some years juvenile culprits have been sent, has failed as an experiment, notwithstanding the most kindly nursing by the State and by private philanthopists. Even Judge Thomas Russell, Collector of the Port of Boston, who has been always warmly interested in the ship, admitted in his evidence before the Legislative Committee that the plan could not be made useful and effective. He said that our American foreign commerce had so decreased that it no longer created any demand for boys, or only a limited one. It was hardly worth while, he thought, to be at the expense and trouble of training lads for the sea, if most of them, after all, were to go into occupations on land. Already there is a surplus of sailors in our ports; if boys are shipped on coasters, they pass out of the jurisdiction of the State; and if they are sent out in whalers, they usually desert on the first opportunity. Last year, out of 200 boys discharged, only 29 were shipped. Then it was complained that the Judges have been in the habit of sending only the worst boys to the ship, many of whom should have been put into the House of Correction. Nor does the life on board seem to be of a character favorable to reform. The boys are crowded together; anything like a separate system upon a general scale is impossible; and the worst soon bring down to their own level the least degraded; so that the influences of the ship, considered merely as a prison, are bad, while the management is cumbrous and difficult. The main value of the vessel seems to have consisted in the fact that it furnished a pretty toy to exhibit to strangers. In the present state of our commerce it does not even answer the somewhat cold-blooded purpose of getting troublesome boys out of the way; and even if it did, he must be an uncommon lad who could withstand the demoralizing influences of the forecastle.—*N. Y. Tribune.*

THE Chicago *Tribune* states: The facts in regard to the amount of insurance involved in the great fire in this city, and the amounts paid, may be stated in round figures as follows: Total insurance lost, nearly $90,000,000. Amount paid by solvent companies, something over $25,000,000. Amount paid by insolvent companies, about $10,000,000. The amount that will remain unpaid will be over $50,000,000. Five cities owed Chicago an aggregate of about $26,000,000 for insurance losses, viz: New York $14,000,000, Hartford $5,000,000, San Francisco $3,000,000, Boston $2,750, Providence $2,000,000. In proportion to capital invested the heaviest losers were of course the Chicago companies, next were the Hartford companies, and next the San Francisco companies. The receivers of the Atlantic and Manhattan Insurance Companies of New York, rendered insolvent by the fire, have filed their official report of the settlement of the affairs of these companies with the Supreme Court of the State of New York. The total assets reported by the receiver of the Atlantic were $449,810, and the expenses of the receivership were $3,431. The total assets reported by the Manhattan were $1,495,991, and the expenses of the receivership $8,247.

THE *Nation*, which has never been an enthusiastic supporter of the Grant administration, is forced to admit that nothing which the President has done can be made to form any strong argument in favor of the one term principle, and that after all, the people are the best judges as to whether a President ought to be re-elected or not. In the course of its remarks the *Nation* says:

"We confess ourselves that we do not consider General Grant's administration of any particular value as a proof of the importance of any such change, but it is highly valuable as an illustration of the desirableness of civil service reform. Nobody can call him a dangerous man or a designing man. Nay, we believe he entered the office meaning well, and that his impulses all carry him in the right direction, and it would be unfair to deny that his administration has several solid claims on the popular gratitude."

It is, of course, a very easy thing to say in general terms that President Grant is a failure, but when men come to specify what his actual offenses have been, the record is surprisingly meager. Perfect men are not easy to find every day, and, on the whole, General Grant's defamers would find it hard to convince the people that the country has not been fortunate in its last choice of a President.

WM. SHEFFIELD, chairman of the Baltimore and Ohio Railroad extension committee, has published a card in the Napoleon *Signal* in which he says concerning the new line from this city to Chicago: "It will take two years to complete that part of the road which lies between Pittsburg and the Sandusky road. The part between the Sandusky road and Chicago can be built in one year. The first is now receiving energetic attention, and the second is postponed until the early spring, when the company will either select the Defiance or Napoleon line, and proceed with the work. The causes of delay have no bearing on the question of route. I am assured of this by Vice-President Keyser. We therefore say to our friends along the line that they need not lose confidence by this delay."

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