

## The Vermont Phoenix

PUBLISHED EVERY FRIDAY EVENING;  
BY  
BROWN, BROY & CO.  
Office No. 7 Granite Row, Brattleboro, Vt.

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SUMMER ARRANGEMENT, 1869-70.  
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ARRIVAL AND DEPARTURE OF TRAINS.

| SOUTHERN MAIL.                   |             | NORTHERN MAIL.                   |             |
|----------------------------------|-------------|----------------------------------|-------------|
| City.                            | Open.       | City.                            | Open.       |
| New York and Brattleboro States. | 8:15 A. M.  | Albany and Brattleboro States.   | 8:15 A. M.  |
| Albany and Brattleboro States.   | 11:30 A. M. | New York and Brattleboro States. | 11:30 A. M. |
| Albany and Brattleboro States.   | 2:15 P. M.  | New York and Brattleboro States. | 2:15 P. M.  |
| Albany and Brattleboro States.   | 5:00 P. M.  | New York and Brattleboro States. | 5:00 P. M.  |

## THE Central Railroad of Iowa

235 MILES IN LENGTH.

Now Nearly Completed.

This Company are now pushing their work forward with great rapidity, and the entire line necessary to connect St. Louis and St. Paul is graded and under contract to be finished this season. The fact that this enterprise has been undertaken by a combination of leading bankers and railroad capitalists of well known wealth, experience, and ability, insures its early completion and future success.

## First Mortgage Bonds

of the Company pay 7 per cent. Gold Interest, free of Government tax, and are secured for the present, the small portion are offered at 95 and secured interest. The attention of investors is invited to the fact that the road is now nearly finished, and that the Security is therefore entitled to a high rank.

In our opinion no class of investments has been found so uniformly safe and profitable as First Mortgage on complete railroads.

Of 25 companies operating 30,000 miles of railroad in the Northern and Western States, on which there is a bonded debt of \$60,000,000, we know of but two that do not pay their interest regularly.

We believe there will be no more favorable time to sell Governments, and by really First-Class Railroad Securities—such as these—than the present.

## W. B. SHATTUCK, Treasurer.

After a full examination, we have accepted an Agency for the sale of the above First Mortgage Bonds, and desire to recommend them to our customers. AS A THOROUGHLY SAFE, AS WELL AS PROFITABLE INVESTMENT.

## JAY COOKE & CO. 20 WALL ST., N. Y.

Subscriptions will be received in Brattleboro, by  
**GEO. NEWMAN ESQ.,**  
Pres. and Cashier, Brattleboro, Vt.

## Poetry.

BY FLANNERY.

BY JOHN S. WHITTIER.  
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Their song was soft and low;  
The blossoms in the evening wind  
Were falling like the snow.

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## ADMIRAL FARRAGUT.

Vice-Admiral Farragut, whose death we announced last week, was born in Tennessee on the 5th of July, 1801. His father, George Farragut, was a native of Citadella, capital of the island of Minorca, and belonged to an ancient Catalonian family. He came to America in 1776, and joined the army which achieved the independence of the country, and added a new nation to the world. He served throughout the war, and rose to the rank of major. After the restoration of peace he married Miss Elizabeth Shino, a lady of North Carolina, but of Scotch descent. Adopting the life of a farmer, he was one of thousands who resolved on finding new homes in the West and he settled at Campbell's station, near Knoxville, in Tennessee. There the future commander of New Orleans, David Glasgow Farragut, was born. Major Farragut became weary of farming, and entered the federal navy, as a sailing master. His son inherited his taste for naval life, and he was appointed to the rank of lieutenant in 1815. He was on board that vessel during her long service in the Atlantic and Pacific oceans, when she committed such deadly havoc on the enemy's commerce, which caused the British Admiralty to send out a fleet of six cruisers to destroy her. Two of these cruisers, the Phoebe and the USS, found the Essex at Valparaiso, in the winter of 1814, and blockaded her for six weeks, the English commander, Capt. Hillyer, refusing to believe that the Essex was a frigate, and she was larger armed, and the greater crew by sixty-five men. Capt. Porter made an effort to get to sea, and left the port; but in going out his ship was seriously injured, and he was obliged to return to the port he was attacked by both cruisers, and the Essex taken, after an action that lasted two hours and a half, in which 150 of her crew of 255 men were lost. The action was a most unfair one on the part of the British, and was a terrible infliction on the business of war for a boy not thirteen years old. Young Farragut went through the whole of it, and was wounded, though not severely. He was not to see anything like it again for almost half a century.

Mr. Farragut was made lieutenant in 1821, when he was not quite twenty years old. During the next twenty years he served on the West Indian or Brazilian station, in the home squadron, or at Norfolk, and was subsequently appointed commander in 1841, and again served on the Brazilian station, that of the West Indies, at Norfolk, in the home squadron, and in California. He was promoted to Post-Captain in 1855. When the rebellion began he was living at Norfolk, and was very early in the utterance of his sentiments. "Very well," was his reply, "when I will go where I can live and utter them." He left Norfolk on the 18th of April, 1861, and, after placing his affairs in order, he was appointed to the Washington navy yard, and his services to government; but government had no ship to place under his command. He was appointed to command the fleet which was to attack New Orleans, on the 29th of January, 1862, and on the 24th of February he sailed from Hampton Roads, having selected the Hartford as his flagship. He reached Ship Island on the 26th, and organized his fleet. He was in command of the fleet, and he was engaged for almost two months in preparing for his grand attack on New Orleans. Active preparations began on the 15th of April. After six days bombardment he found that the forts were not to be taken, and he was obliged to yield, whereupon, instead of retiring, he determined to break the great chain which the rebels had stretched across the river, and engage their powerful fleet that was assembled above it. Accordingly, on the morning of the 24th of April, the fleet moved on, and the assault was made, and the chain was broken, and battle joined, the forts helping the enemy by a fire of tremendous weight. The action was one of the most singular combats ever known, and may be said to have been the bravest and the most desperate of the war, and which matters had been for some time pending, but which definitely dates from our civil contest. The enemy had ironclads and rams, but they were utterly defeated, losing fourteen of their eighteen ships, and the remainder had both been vanquished. The federal gunboat Varuna was lost, but the splendid manner in which Capt. Buggs bore himself showed that the loss of his vessel was due to no want of courage or capacity. His ship was disabled and obliged to fall back. With the rest of his fleet Com. Farragut continued his course, and took possession of New Orleans on the 25th of April. Full as the history of the war is of noble deeds, it is difficult to say that this achievement stands at their head, as well for the effect it had on the issue as for the skill and bravery and iron courage that characterized the plan and illustrated its execution.

Com. Farragut ascended the Mississippi, in continuance of operations, and passed Vicksburg on the 27th of June, communicating with the commander of the Mississippi squadron, with whom an attack on New Orleans was arranged. That attack proved unsuccessful, because there was no land force to co-operate with the fleet. Rear-Admiral Farragut, who had been appointed to the Gulf, made Pensacola his headquarters, and for some time employed his fleet in blockade of the Gulf ports, and in directing the attacks that were made on Corpus Christi, Sabine Pass and Galveston, all of which places were taken. He was made Senior Rear-Admiral on the 11th of July, for the capture of New Orleans—a well-deserved reward, and the bestowal of which was warmly approved by the country.

In the spring of 1863, Farragut cooperated with Grant in his movements against Vicksburg. The sending of the enemy's strong works at Port Hudson was a repetition of what had been done the previous year at New Orleans. Only two of his vessels were able to get to them, the flagship and the Albatross. One vessel was disabled, and the other was sunk; but the two that effected the passage blockaded the mouth of the Red river for several weeks, and prevented the sending of supplies thence to Vicksburg, and the fall of that place was finally effected. Subsequently, Farragut directed the naval operations against Port Hudson, which fell at the same time with Vicksburg.

At that port useless to the enemy, had long been a favorite project with the naval commander in the Gulf; but it was not until late in the summer of 1864 that he was supplied with the requisite force. A combined attack was arranged for the 5th of August, and was made with success. The enemy were confident of their ability to repulse their assaults, relying much on the power of their famous armored ship, the Tennessee, supposed to be the most powerful war vessel in the world. They handled her well, and she and her associates made a vigorous resistance, and were most gallantly sustained by the forts; but all resistance proved vain in the end, though more than once in the course of the action the event seemed doubtful. The Tennessee was taken, and all the rest of the enemy's naval force destroyed and on the 8th one of the forts was abandoned, and another surrendered on the 8th. The third held out until the 23d, when it succumbed under a tremendous bombardment. Success destroyed Mobile as well as the Tennessee. There was no more blockade breaking hero in that quarter.

Like all his exploits, Rear-Admiral Farragut's actions at Mobile combined to an extraordinary extent usefulness with brilliancy, and long and daring. The whole was full of his highest qualities, and the regard in which he was held was unalloyed by any feeling of doubt or envy. Foreign countries were almost as loud in his praise as our own. The English, who are good naval critics, and the highest praise was lavished on him as they were in singing the greatness of Gen. Lee. The London United Service Magazine, which is not by means given to speaking favorably of our commanders, said, "Farragut is Columbus's Navigator, the highest praise an Englishman could bestow on a foreign naval officer. The Prince de Joinville said of the battle near Mobile, 'The Americans there accomplished a feat of arms of which they have reason to be proud, for there is not a more successful one in the naval history of our time; and the skillfulness, the energy shown on this occasion, as in so many others by Admiral Farragut, indisputably place him in the first rank among the naval officers of all nations.'"

His naval career, a study of Farragut's views with regard to certain contemplated naval operations. The next month he received the thanks of Congress, and the grade of Vice-Admiral was conferred on him, and he was appointed to hold the place which he had held under the President of the United States. A number of New York merchants gave him the sum of \$50,000. He had done so much in the fighting line that he had no opportunity to make a fortune as a catcher of blockade breakers. In 1867 and 1868 he made his memorable cruise in the U. S. steam frigate Franklin, which occupied a period of seventeen months, during which time he visited every country in Europe, and he visited Asia and Africa, and was everywhere received in a manner and with an enthusiasm which is unparalleled in the annals of international courtesy.

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